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Kent on Sunday

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on future of his party

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Blood scandal deserves to create an earthquake

LIKE many on Friday morning, I was rather rudely awoken by the room shaking in the early hours.

It was certainly a somewhat bizarre experience for the few seconds it occurred but no sooner was I aware of what was happening than it was over. I checked the time, pondered whether I'd dreamt it all, and went back to sleep. It was probably not my finest journalistic hour as the biggest story of the week arrived in my lap.

But then you don't expect an earthquake in Kent. You don't expect to be woken by the Earth grinding and bumping its way along. There's a certain helplessness as you appreciate there is, of course, nothing you can do about it.

Yet for some people, that sense of helplessness is something they are only too aware of.

Inside this issue, we have a very special report on



Editor **Chris Britcher**

the contaminated blood scandal. You may occasionally be aware of it. Yet I urge you to read the article and the very personal story of one man who found himself infected with hepatitis C and feared for 18 months he had HIV. All while taking treatments sourced and prescribed by the NHS to treat the inherited condition of haemophilia. He is far from alone.

The phrase 'scandal' is over-used, but it is hard not to come to that conclusion when reading about what happened to him and, perhaps more significantly, what has happened since. Which, in short, is very little. If you read just one story this week, read that; we'll have more next week as we, as a newspaper group, believe it deserves to be at the very top of the news agenda.

No-one expects an earthquake; no-one expects their health to be stripped from them in such circumstances.

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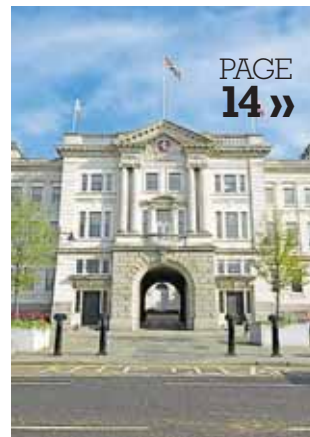
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Earthquake hits county as tremor felt for miles

By Chris Britcher

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THOUSANDS of people across the county were rudely awoken by an earthquake in the early hours of Friday morning.

The quake left homes shaking for up to eight seconds as the tremor, which measured a 4.2 magnitude, was felt as far away as Norfolk.

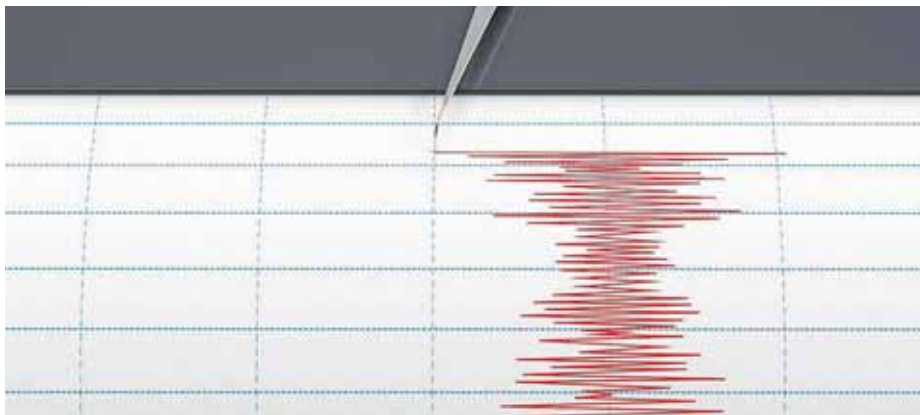
According to the British Geological Survey (BGS), the tremor's epicentre was just off the coast of Sandwich, at a depth of some 15km.

It struck at 2.52am.

Chris Thomson, from Whitstable, was woken by the shaking. He told KoS: "All I was aware of was waking up to hear everything in the room shake. You could hear everything rattling - not very hard, but hard enough to create a very weird experience.

"And then it all just stopped and all you could hear were the birds outside - I assume they had been given as much of a shock as we had.

"I was aware of thinking at the time it felt like an earthquake and remember checking my watch to see what the time was. Then, when



SHAKE: Earthquake could be felt as far away as Norfolk

I woke up in the morning, it was all over the news."

Police and fire crews reported a flurry of calls from worried residents and sent out messages on social media confirming the tremors for worried householders.

But they confirmed there had been no injuries, nor any reports of structural damage.

To put the size of the tremor into perspective, the recent earthquake which struck Nepal was 250,000

times bigger in scale.

Earthquakes in the UK are relatively rare. The BGS estimates quakes of the scale which hit this week in Kent occur around once every two years.

In Kent, the last significant shake was in 2007 when an earthquake in Folkestone caused some structural damage after it struck on a Saturday morning. It registered 4.3 in magnitude, damaged 200 homes, and made

national headlines.

The BGS says it received more than 800 reports of this week's quake within hours of it taking place. It said the furthest reports came from Norwich and Cromer.

Meanwhile, KCC Trading Standards warned people to be aware of rogue traders who might try to exploit the situation by cold calling offering to do unnecessary repair work.

■ For more see page 28.

Cannabis factory wired directly into overhead power cables on farm

A JUDGE has sentenced a drug grower who hooked up a cannabis factory to overhead power lines to three years behind bars.

David Hill, 43, had established five grow rooms in a two-storey barn in Bells Farm Road, East Peckham, but was caught after he was stopped in his car by local patrols for not having a valid driving licence and officers smelt cannabis.

Hill had been seen entering and leaving a large barn and was taken there for a search. On arrival he confessed the barn was used to grow more than 100 cannabis plants and showed officers a large bunch of keys, one of which opened a padlock to the site.

Inside were five separate rooms containing cannabis in various growing stages. An overhead cable had been tapped into, to power equipment used to cultivate the drug.

Officers then searched Hill's home address in Lobelia Close, Gillingham. Here they discovered a cellar, used to

dry out the cannabis grown in the barn. A carrier bag containing around half a kilo of cannabis ready to sell was also discovered in a kitchen cupboard.

During police interview Hill admitted cultivating the drug and claimed an unnamed electrician had been paid to abstract the electricity supply. He insisted no one else was involved.

He appeared at Maidstone Crown Court on Wednesday, having previously pleaded guilty to charges of producing cannabis and abstracting electricity. He was sentenced to three years in prison and also disqualified from driving for six and a half years after admitting further charges of driving without a licence or insurance.

Sgt Joe Breen said: "These sites take a long time to dismantle and are very hazardous to officers and anyone else who may enter. This site was wired directly into the overhead mains power cable."

Father, 76, and son charged in Hatton Garden probe

A 76-year-old man from Dartford and his 50-year-old son have both been charged in connection to the security box raid in London's Hatton Garden over the Easter bank holiday.

Detectives from the Met's Flying Squad investigating the burglary carried out a series of raids on properties in London and Kent on Tuesday.

On Wednesday, a total of eight men were charged with conspiracy to burgle. Among them were Brian Reader, 76, and Paul Reader, 50, both from Dartford Road.

All eight men were remanded in custody after appearing before Westminster Magistrates' Court on Thursday. A ninth man has been bailed to a date to be confirmed pending further enquiries.

Reckless set to get top Ukip role as Farage chases calm

MARK Reckless - booted out of his Rochester and Strood seat at the general election - looks set to become Ukip's new policy chief.

According to reports this week, Mr Reckless, who defected from the Conservatives to force a by-election, which he won for Ukip last November but then lost earlier this month, will replace Suzanne Evans who left that post this week.

Mr Reckless refused to comment on the speculation, but it could be seen as a move by leader Nigel Farage to stabilise the party behind him following the recent spate of in-fighting and apparent challenges to his leadership.

This week, Mr Farage, from Westerham, said his party was now "100 per cent united". For more on Ukip see page 11.



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Tourism boost as beaches secure Blue Flags

THANET's beaches have been recognised as among the best in the UK after the district was awarded seven Blue Flags.

Minnis Bay, West Bay, St Mildred's Bay, Ramsgate Main Sands, Botany Bay, Joss Bay and Stone Bay all received the award, which is given to beaches around the world which have clean water and good facilities.

Only Cornwall received the same number of accolades. Margate Main Sands, Westbrook Bay and Viking Bay also received a Seaside Award from Keep Britain Tidy, which is given to beaches considered to be clean, safe and attractive.

Tourism is worth an annual £286 million to Thanet's economy.



CHAIR: Mike Harrison

Harrison gets KCC chairman role for a year

WHITSTABLE councillor Mike Harrison has this week been named the new chairman of Kent County Council.

He has served on the council since 1995 when he was elected as the Conservative member for Whitstable East and, most recently served as deputy to previous chairman, Malling councillor Peter Holmwood.

Elected annually, the role of chairman is the civic and ceremonial head of the county council, as well as acting as an ambassador for the authority at events across the south east.

He said: "This is a once in a life time opportunity and one which I have thought about for many years. The one really good thing is that you have been voted in by your fellow councillors and it is up to them as to who gets the job. Along with my wonderful wife we are looking forward to an amazing year."

His two chosen charities for the year will be Demelza House and Riding for the Disabled.

His first act was to announce to councillors that he intends to donate £10,000 to victims of the Nepalese earthquake.

The new vice chairman of the council is Tom Gates, affectionately known as Mr Faversham, who has served KCC since 1993.

Guilty: Vile school trio who sexually abused vulnerable boys for years

By Maria Chiorando

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THREE men who were responsible for looking after vulnerable boys at a school near Tonbridge have been found guilty of multiple counts of sexual abuse.

Colwyn Baker, David Hennessy and Nigel Putman worked as residential child care officers at Swaylands School in Penshurst between the late 1960s and 1993.

Charged with a string of offences dating back to the 1960s, they were found guilty this week after a trial at Maidstone Crown Court.

Colwyn Baker, of Craighouse Avenue, Edinburgh, was found guilty of 20 sexual offences; David Hennessy, aged 74, from Westfields in Narborough, Norfolk, was convicted of six offences and Nigel Putman, aged 62, of Kings Road, Slough, was found guilty of two offences.

A total of 15 not guilty verdicts were also returned, with the jury unable to decide on a further five counts.



GUILTY: Colwyn Baker

They will be sentenced on May 27 at the same court.

Det Supt Paul Fotheringham said: "As residential child care officers Baker, Hennessy and Putman were supposed to look after the boys out of

class. Instead they exploited the pupils in their care and committed horrible acts over a long period of time.

"The first victims in this case came forward in 2011. But it soon became apparent there had been others affected and officers went to great lengths to ensure no stone was left unturned.

"We reviewed old school registers and visited potential victims or witnesses in person across the UK enquiring whether they wished to assist with the investigation.

"After a great deal of work by all parties, the Crown Prosecution Service agreed to charge these three men with 48 counts of sexual abuse on 24 children, though our officers spoke to many more ex-pupils as part of our very thorough investigation.

"Officers heard how some children who tried to resist the offenders' abuse would be beaten or refused food. At other times, classmates of uncooperative victims were denied leisure activities – to make the victim unpopular and feel guilty."

Major refurbishment for third of all trains

A THIRD of train company Southeastern's entire fleet is undergoing a major refurbishment programme in a bid to improve conditions on its services.

Work has started on 112 of the company's Class 375 trains, which run on Southeastern's routes through the county.

It will include a complete re-spray outside and a repaint internally. New carpets and lino will be laid, replacement windows put in place where needed, and all seats will be removed from carriages and given a deep dry-clean and new seat bases.

A new exterior livery will see deep blue and light blue doors replacing the former white cabs and yellow doors.

It will take three and a half years to complete all 112 of Southeastern's 375 Class trains. The firm has a total fleet of some 367 trains.

The refresh work starts as the trains are 15 years old and half way through their 30 year life expectancy.

Admiral to take the helm at dockyard

ADMIRAL Sir Trevor Soar KCB OBE has been named as chairman elect for the Chatham Historic Dockyard Trust.

The trust runs the popular tourist attraction but has been seeking a replacement for Admiral Sir Ian Carnett KCB who has led the trust over the past 10 years. He steps down in May 2016.

Sir Ian said: "As a former commander-in-chief fleet and commanding officer of HMS Ocelot, HMS Chatham and as an ambassador for the dockyard, Sir Trevor has had a long term relationship with the dockyard and is eminently well qualified to take over from me next year.

"It has been a huge privilege being chairman of the trust since 2005. I am very pleased that during the past ten years we have been able to attract sufficient funding from many sources to make some remarkable improvements to this great heritage destination. I have also greatly enjoyed being part of the wider Medway community, and able to meet so many of the people whose families worked in this dockyard."

Refurbished special care unit is opened

MEDWAY Maritime Hospital this week officially opened its improved high dependency unit (HDU) for special care babies - the Oliver Fisher Neonatal Unit.

It follows a successful fundraising campaign which raised £100,000 with work carried out in March.

The upgraded nursery, which cares for up to eight babies at a time, was officially opened on Tuesday by the Mayor of Medway Barry Kemp.

Dr Aung Soe, speciality lead for children and consultant neonatologist, said: "Before the work was carried out, we were unable to accommodate our full capacity within the HDU.

"But now with new equipment and technology, we have a purpose-built, fully equipped, state-of-the-art HDU. The money raised has allowed us to purchase up-to-date equipment and furnishing to provide the highest standard of care to the eight babies and their families."

In total, the Oliver Fisher Neonatal Unit has 36 cot spaces across four nurseries and looks after more than 1,000 sick and premature babies a year.

agenda

What will make next week's headlines...

Shared space designs to be dug up this week

A KEY part of a controversial shared space scheme in a town centre will this week start to be pulled up.

The Flume artwork was laid as part of an innovative scheme in Ashford in 2008. Running up Bank Street, the design was meant to complement the blurring of paths

and roads and help lead pedestrians from the town centre and towards the international station.

But the quality of materials used for the £100,000 scheme were not sufficiently strong and the cracks began to show.

It put pressure on Kent County Council to carry out repairs.



Starting this week, the broken slabs will be pulled up and replaced.

The main shared space scheme continues across part of the ring road.

Barefaced cheek in city air pollution bike protest

PASSERS-BY will get an eye-full next Saturday when naked protestors take to their bikes over pollution levels in Canterbury.

The World Naked Bike Ride stages regular rides in areas where they believe authorities are not tackling air quality problems. Previous events have

taken place in the city.

And next weekend's ride will be highlighting what it claims to be the city council's failure to take steps necessary to unblock its increasingly busy streets and the air pollution it causes.

The protest ride will start at 3.30pm on a six-mile route around the city.

...also

Fears of Ofsted report

AN Ofsted report into Dover's biggest secondary school is set to be published this week - amid concerns its rating could be 'inadequate'.

The Astor College is thought to be set to contest any negative rating.

Say Trees! competition

FAMILIES can start uploading images for a photography competition run by the Woodland Trust called Say Trees!

Open to all ages and abilities, it should capture the spirit of a family day out in the woods. See www.woodlandtrust.org.uk.

United's 3G surfacing

WORK continues this week on installing a state-of-the-art artificial football pitch at the home on non-league side Ashford United.

The club is replacing its traditional turf at its Homelands ground at Kingsnorth. It forms part of ambitious plans for the venue.

Half-term tourism hope

TOURISM chiefs will be hoping for a big turn-out this week as the school half-term holidays kick in.

Attractions will be keen to see cash tills ringing and keeping their fingers crossed for good weather.

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Pack up your picnics! There's a wasp warning this summer

They are the uninvited guests to outdoor living which can send the sane running for cover and put everyone in a flap. And the bad news is they're bouncing back...

By Molly Kersey
Molly.Kersey@archant.co.uk

KEEP calm and don't swat. This is the message being given to people in the county as experts warn this will be a 'bumper year' for wasps.

With forecasters anticipating warmer than usual weather for the rest of May and June, the yellow and black insects with the painful sting are flourishing.

And as the number of wasps increase, so too does the amount of calls to pest controllers.

"Colder winters often mean there are more wasps about the following summer as mated queens spend the period deep in hibernation," explained Rob Simpson, leader of independent pest controllers register Basis Prompt.

"If it's milder in December and January, wasps become restless and use up their food reserves.

"They then have nothing left to forage on, so they die."

Mr Simpson adds: "This year, temperatures were relatively cold during the winter and have so far been warm in spring, so we're expecting our members to receive a deluge of calls."

Of course, for most people, calling in the experts is only required if they discover they have a nest on their doorstep.

Medway Council dealt with 568 complaints from 2013 to 2014.

Canterbury City Council received 337 wasp complaints, Sevenoaks District Council received 579 and Tonbridge and Malling Borough Council had 261.

Some 155 complaints were recorded by Dartford Borough Council, and Swale Borough Council received 109.

They all had less complaints the year before, which was an 'unusually quiet' year for the insects, a trend replicated across the country.

Figures produced by the British Pest Control Association show problems with wasps in the UK skyrocketed by around 87 per cent last year, compared to a relatively quiet 2013.

In a typical summer, wasps will not appear in huge numbers or become a

big issue until August or September.

But they will begin building new nests in spring.

And this year's mild spring temperatures have created perfect conditions for the insects to thrive.

"For any insects it's the warmer the better," said Chris Harvey, lecturer in biology at Canterbury Christ Church University.

"They are ectothermic – they can only be as active as the external temperature allows them to be, if the temperature is warmer outside their body becomes warmer so they are more active."

While there are many different species of wasps, the *vespula vulgaris* are the ones we usually encounter.

"That's the yellow and black striped wasp that we are all familiar with," said Dr Harvey.

"They are social wasps, they live in colonies just like bees, there is a queen and they live in nests."

Wasps prefer to build their nests in dry, warm places such as sheds and attics, collecting pieces of paper which they will regurgitate to help construct them.

So with wasps and their nest size expected to increase, what can people do if they discover they have one close to home?

Pest controllers can be called to get rid of nests, a process which will usually involve pumping powdered insecticides into the entrance.

Mr Simpson warns that homeowners shouldn't tackle it themselves.

"Treating a wasps nest can be very dangerous as they feel threatened and are likely to become aggressive if their nest is tampered with.

"A mature nest can contain thousands of wasps, so it's really not worth the risk.

"You don't need to remove a nest, but you do need to have it treated as early as possible and it's definitely a job that should be left to experts."

And preventative measures could also help too.

"It's really important for people concerned not to leave any spaces where they can build their nests," said Dr Harvey.

"If you have a shed in the garden, don't leave it open all the time for wasps to get in.

"Don't be aggressive towards them, they will not usually attack unless they are attacked in some way.

"The vast majority of stings are from when people have inadvertently disturbed their nest, that's why it can be dangerous if they are building a nest in a shed and someone opens the door."

He added: "Limit the amount of re-



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BRIGHT: Wasps are back in numbers - but they play an important role in our eco-system too.

sources you have around for them to use. If you have an apple tree with apples falling off, collect them up, put them in a compost heap where they are covered."

And he said it is important not to panic too much when faced with them. "Be aware, be careful and keep

your eyes about you.

"A lot of people will have this defensive reaction of swatting a wasp and that increases the risk of being stung.

"Remove the food or whatever it is they are attracted to and they will normally go away by themselves.

"I have had wasps crawl across my

hand or arm and if you don't make any sudden movements they will just move along.

"There's this instinctive aversion to very brightly coloured insects."

But although many think of wasps fearfully, or associate them with ruining perfectly good picnics, do

RESOURCES: Wasps are drawn to rotting fruit and sweet, sugary foods.

they have any good points?

Dr Harvey explains that they do.

"In the eco system as a whole wasps play an important part," he said.

"The main food resources wasps will exploit is rotting food, but a lot of what they eat is actually other insects. They will feed on spiders, cater-

pillars, flies, things like that.

"Many people consider flies to be a nuisance as well, so the wasps are actually quite good at controlling them and keeping their population down.

"Without wasps being around, they might have a population explosion."

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MOVING: Should Ukip look to build on its success at the general election by mellowing its message ahead of the referendum - or remain on the course set in recent years?

In just what direction will Nigel Farage sail the Ukip ship now?

He's back as leader, but many feel his party should expand its supporter base. **Sarah Linney** reports

HE's been called "thin-skinned, snarling and aggressive", accused of turning his party into a personality cult and compared to an ageing mafia don.

Yet Nigel Farage's dramatic unresignation as Ukip leader, days after he stood down after losing the election, was prompted by an overwhelming outpouring of support from Ukip members - and a refusal by the party's national executive committee to accept his decision.

Even a jar of Marmite would balk at being this divisive. So what lies ahead for Mr Farage; what lies ahead for his party; and are the two intrinsically bound together, unable to exist without the other?

Having come second in more than 100 constituencies, polled 3.9 million votes - more than the Lib Dems and the much-lauded SNP combined - and garnered 12.6 per cent of the vote, Ukip is clearly here to stay.

"With the first-past-the-post system, they are not going to come along and win a lot of seats straightaway," explained John Fitzgibbon, lecturer in politics and international relations at Canterbury Christ Church University.

"But now in constituencies like South Thanet, Folkestone and Rochester, people will think: they came second last time, they have a chance this time."

And he says Mr Farage's unresignation is unlikely to be perceived negatively by voters.

"Farage was always going to do this. He's done it before: he resigned as party leader once and was back a year later," Dr Fitzgibbon said.

"And it doesn't really matter. That's Farage. He's box office. It's part of the

story. It's like The Godfather III: 'Just when I thought I was out, they pulled me back in'.

"He's brought the party really close to the cusp, done a lot of behind the scenes work and made it much more professional than it was - it was total chaos before. And now he has reasserted control and kicked out the people who were challenging him."

Those people included economics spokesman Patrick O'Flynn, who stood down from his position after the "snarling" comments were published on the front page of The Times.

The party's only MP, Clacton representative Douglas Carswell, was also at odds with Mr Farage over whether the party should accept £650,000 of government funding.

However, Mr Farage, who lives in Westerham near Sevenoaks, insists there is nothing amiss.

"It's been a very unplanned ten days," he told KoS this week. "I had intended to walk away, but it was my duty to carry on, given that I had the unanimous support of the NEC and the fact that we had actually got a referendum."

"I feel very sorry about what has happened with Patrick, who was misquoted. Once they had printed it on the front page, he felt he had to go; he is a very decent man."

"Douglas takes a slightly different emphasis to me on immigration, but on other things we are as one."

"We now need to go into the referendum campaign utterly united, unlike every other political party which will rip itself to bits."

He predicted the referendum would come sooner than 2017, naming the date as the first Thursday in May next year - May 5.

"There will be no treaty change,



FARAGE: Still in charge

and no renegotiation of free movement of people," Mr Farage said.

"None of those will be offered, so Cameron had best get the agony out of the way as soon as possible."

Writing on his blog, Mr Carswell said the party should be going after Labour voters.

He advocates greater devolution of power to councils, banking reform, lower energy prices and many other changes.

"Ukip will, I fervently hope, displace Labour," Mr Carswell said.

"Before the last election, dozens of Conservative MPs feared losing their slender majorities. Today they are back in Westminster with bigger majorities - because their local Labour vote went Ukip."

"Labour today is a corporatist party on the side of vested interests. It once stood up for ordinary people against the interests of the powerful, but Keir Hardie's party today shows a patronising disdain for the very folk it is supposed to represent."

"Ukip can offer an alternative not by apeing the left, but by offering something radically different."

Mr Farage agreed, and said Ukip was moving beyond traditional ideas of left and right.

"We probably won the Tories 25 seats by taking votes from Labour in the Midlands and the north," he said.

"We have broken down the divisions of class. I consider myself a radical in the true sense of the word - not someone with way-out views, but someone who wants genuine change."

"I don't think there has been any anti-immigrant rhetoric from Ukip - I think the interpretation of what we say put some people off."

However, Mike Baldock, Ukip leader on Swale Borough Council, where the party is the main opposition, said Ukip should be casting a wider net.

"We should be drawing people from across the spectrum," Mr Baldock said.

"Labour are in a mess, but there's nothing to say the Tories won't be in a mess in two years' time."

"Like all parties after an election who didn't take power, we have entered a period of discussion. I think after a couple of months we'll settle down."

"I think Nigel genuinely wanted a break - he has been working flat out for years - but a lot of people were saying we couldn't go on without him, and there were petitions going up on Facebook. Maybe he felt that if he went he would be letting a lot of people down."

He said Ukip needed to shift its focus from immigration towards issues like transparency and democracy.

"Immigration is a tired platform. We've run on it too heavily and haven't talked about all the other pol-

icies we're offering," Mr Baldock said. "We don't mention it in our local literature."

"I think the party needs to get across its wider messages more. I'm hoping we will see more ideas coming forward about councils being open. That's a really important element of Ukip."

"Local democracy is in a perilous state - councils do a lot of things and make a lot of decisions that the public don't even know are being made, and that's why people don't engage."

The party's former treasurer, Stuart Wheeler, who owns Chilham Castle, said he did not think Mr Farage should have returned as leader.

"He said it wasn't credible to continue to lead Ukip without a seat in the House of Commons," Mr Wheeler said.

"We need a different kind of argument from the leader now - and I hope we will not seek to be the leader of the Out campaign in the EU referendum, but co-operate very well with whoever should become leader."

"Nigel is a brilliant speaker - articulate, intelligent, amusing, interesting and on the ball. But his style of speaking may not be right for bringing 50 per cent of people, which is what we need in a referendum, on side."

"We need a less aggressive campaign than you need in an election. We need to quietly, and in a reasoned way, convince people that they would be better off outside the EU."

And he had a warning for Mr Farage.

"Nigel mustn't get rid of too many people," Mr Wheeler said.

"He's not the best person in the world at dealing with dissent, and he can't afford to lose any more."



STREET LIGHTS: Kent County Council did not consult the public properly about the switch-off, a new report says

Public 'misled' over street light switch-off as report slams KCC

Were county councillors not properly informed over police concerns? [Sarah Linney](#) finds out more

KENT County Council has been accused of "misleading" the public after an official report into the street light switch-off found that it may have hushed up vital information.

A former council leader has said that those behind the scheme should consider resigning in the wake of the report, which found that Kent Police's opposition to the switch-off may not have been made clear to councillors.

The report criticises KCC for ignoring legal advice, failing to be clear about the cost of the scheme and holding a poor and lacklustre public consultation.

Bizarrely, the report has been written by KCC itself, having been commissioned by council leader Paul Carter in response to "concerns" from opposition councillors.

Since the lights were switched off last year, the council has received around 3,500 complaints about the scheme, half of which expressed concerns about "the perceived impact on crime, the fear of crime and general community safety".

"It is not clear that members or other consultees were provided with the detail of the police responses, and in particular the fact that Kent Police expressed on more than one occasion that they could not support the scheme," the report said.

"It may have been the case that, had they been aware of such comments, some members' opinions of the project might have been less supportive.

"There is a significant body of work

that suggests that improved street lighting helps to reduce crime where crime is prevalent."

Such was the controversy around the scheme that KCC has now had to scrap it, replacing all its lights with cheaper LED bulbs instead over the next three years, at a cost of £40 million.

But it was still forced to hold a full council debate about the switch-off in March after a petition calling for the lights to be immediately turned back on attracted 11,000 signatures.

The petition was started by Gravesend campaigner Tina Brooker and strongly backed by the then-Labour-controlled Gravesham Borough Council, which held street stalls and rallied support across the county.

John Burden, who was Gravesham council leader at the time and is now the opposition leader, said the county councillors behind the scheme should consider their position.

David Brazier, who as cabinet member for transport was in charge of the scheme, already stood down in February.

"They have misled everyone: members and the community. They should really be condemned," he said.

"They said there was a consultation strategy in place, and now they are saying there wasn't one.

"The controlling group would have known the facts, and at any point they could have said that they got it wrong. But they didn't, and they resisted the petitions.

"They should do the right thing and put the lights back on. They should also seriously consider whether

the original instigators, not just David Brazier, should resign."

The report found that KCC kept rather quiet about the £3.2 million cost of the scheme, which was, however, expected to deliver £1 million of savings annually.

"The consultation did not give any information concerning the significant financial outlay required," it said.

"One former cabinet member expressed concern that he had not been fully apprised of the initial capital outlay required, and knowledge of this might have swayed his view of the scheme.

"Details of the anticipated capital outlay appear in neither the environment scrutiny committee report of April 2010, nor the report of November 2011."

The report said that, other than in one report for a committee called the project advisory group, which does not meet in public, there was "no evidence" of the cost being discussed openly with council members.

"Given that many new members entered the council in May 2013, and in the seeming absence of any detailed financial information relating to this scheme after the project advisory group meeting in 2011, it is possible that many members were not fully aware of the financial implications of the policy," the report added.

"The implementation of the policy would have benefited from transparency and openness."

The report also found that consultation with the general public about the scheme was poor, with one former



CRITICAL: John Burden

cabinet member describing it as "the bare minimum". Just 546 people took part.

"The consultation was limited to an online survey and email, and concentrated on timings and exceptions rather than the fundamental issue of whether part-night lighting and some permanent disconnections had community support," the report said.

"The low number of respondents overall may suggest that restricting the process to a single channel [online only] limited the level of engagement. There is no evidence to suggest that any process for identifying the most appropriate means of consultation took place.

"Officers engaged in the implementation of the project have expressed a view that they would have preferred the consultation to be more extensive, but felt constrained by the limitations of cost and time."

Not only was the consultation poor, but there was nothing to suggest that the council actually took any notice of it, the report said.

Language used by the council certainly suggests it was more interested in quelling opposition than in genuinely listening, with references to "overcoming the negative perception" and "involving people in discussions about what makes some people feel they are less safe".

Its records of the decision-making process were described as "opaque".

"It is not possible to determine exactly how the outputs of the consultation were considered in the decision-making process, and how they influenced the implementation of the scheme," the report said.

"Members were not explicitly provided with detailed information concerning feedback from the community. Only very brief details of the output of the consultation appeared on the public website."

However, John Cubitt, Gravesham Borough Council's new Conservative leader, said he thought opposition to the switch-off had been "overstated".

"It could have been handled better. KCC needed to seek a greater response to the consultation," he said.

"But all councillors had an opportunity to speak out during that consultation.

"We very much support the notion that where switching the lights off is shown to be in any way a danger, they should go back on, and we are supportive of the replacement of the lights with LEDs. But I think the opposition was overstated."



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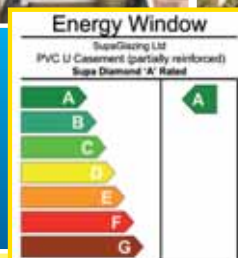
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Pressure grows for devolution of power for a local revolution

With Parliament actively looking to decentralise power to local authorities, just what could this mean for this county? **Maria Chiorando** reports

HOW would Kent fare as a self-governing powerhouse? That's the inevitable question prompted by chancellor George Osborne's proposals to decentralise certain powers, taking control away from Westminster, and putting it in the hands of local government.

Under the proposed Cities Devolution Bill, which will be in the Queen's Speech later this month, he said local areas will take control of housing, transport, planning and policing.

In his first post-election speech, Mr Osborne claimed the old model of running everything from London was 'broken', and the system had 'made people feel remote from the decisions that affect their lives'.

On a local level, there certainly is support for the idea of wresting power from Westminster's clutches.

But what would the benefits be?

Paul Carter is the leader of Kent County Council.

He said: "Now that the dust has settled after the excitement of the election, it's time to look more closely at the idea of devolution."

"Not just Scottish devolution, we need to look at devolution for England's cities and counties."

"Local government finances are going to continue to be restricted."

"That's why Whitehall with its centralist tendencies really needs to let go and trust well-led local government to spend the public pound much more intelligently locally."

He believes this requires trust and empowerment in local governance.

Stuart Jeffery is leader of the Kent Green Party. The Greens were the only major UK political group to support the idea of Scottish independence. Unsurprisingly, therefore, he is in favour of the decentralisation of powers.

He would like to see regional assemblies, covering areas perhaps roughly the size of those covered by MEPs, with county and district councils merged into unitary authorities of between 250,000 and 400,000 people.

He said: "The democratic mandate is stronger the closer you get to people, so I would like to see Westminster grant certain powers to the regions."

"It's brilliant for a country."

"People can have a real say, they can be close to politicians, without the distancing that we have now."

"The Cities Bill is about places like London and Manchester - we don't have cities of that size here, so it would be a case of looking at how areas could be divided."

"Devolving powers is not without risks though."

"If you look at the way money is raised for

“ Whitehall with its centralist tendencies really needs to let go and trust well-led local government to spend the public pound much more intelligently locally. ”

Paul Carter,
Leader, Kent County Council

government spending, it's done on a central basis so the government of the day says how much money devolved authorities can spend.

"You would have to have a level of local ability to raise funds to provide public services."

"However, if too much of that funding ability gets devolved, then you will get concentrations of wealth and not distribution of wealth."

"It's not necessarily as much of a problem in the wealthy south east, but there are parts of the country which could suffer."

"It's a delicate balancing act."

"Westminster would focus on things that are required at a national level, such as foreign policy, macroeconomic policy and defence."

David Sparks is the chair of the Local Government Association, which has just published a report entitled 'Devo-next' on devolution.

The association is keen to see powers decentralised, but with a focus on recognising the existing towns, cities and counties, and without reorganising them into artificial regions.

He agrees that bringing powers to a local level could be beneficial - but not without caveats.

He says: "The proposed devolution of transport, housing and policing powers is great news for our larger cities but we want to make sure that the benefits of devolution reach every corner of England and the United Kingdom."

"This will require different approaches to both governance and the powers needed for different areas, rather than a one-size-fits-all solution."

"There is compelling evidence that making decisions at a more local level will bring about huge economic and social benefits including reducing youth unemployment by half, creating 500,000 homes and helping people to live independently at home longer, saving almost £4 billion alone."

George, end council cut-backs

Local authorities are warning of dire consequences if chancellor George Osborne continually opts to wield the austerity axe, despite millions already cut from council budgets. **Jamie Weir** reports

GOVERNMENT cuts to local authorities and council's have gone as far as they can without seriously damaging the services they provide.

That is the message from councils across the country to George Osborne.

Kent County Council (KCC) was among the signatories of a letter sent to the chancellor, telling him the public sector couldn't bear more reductions in its budget.

The letter was sent from David Sparks, chairman of the Local Government Association (LGA) - which represents the interests of local councils.

He said: "Local authorities have made £20 billion in savings since 2010 following reductions in government funding of 40 per cent.

"Councils have worked hard to shield residents from the impact of funding cuts. However, efficiencies cannot be remade or buildings resold.

"Further local government funding reductions over the next five years is not an option."

David Sparks said that any 'low hanging fruit' had been plucked, and that new cuts would begin to do real damage to public services,



CUT: Conservative chancellor George Osborne holds the power of the nation's purse strings

delivered by councils.

Bin collection, pothole repair and the maintenance of parks and green spaces would all suffer, while there would be a human cost, with care for the elderly likely to struggle if less cash was made available.

KCC's member for finance, John Simmonds told KoS that the situation had become dire for the council.

He said: "We recognise the Government had to do something about the deficit, but some of the cuts given have left local government butchered.

"We have had around half a billion pounds taken out in a seven year period. That's a large chunk of the budget.

"Despite that, during our budget consultation with local people, it emerged that very few felt that

frontline services had been affected, despite the fact we have shed around 2,500 jobs. What we think is that if we're hit again, we are likely to struggle to deal with it without there being an impact."

Cllr Simmonds said that even though KCC had begun a radical transformation programme, if more cash was taken from local councils, there would be impacts to certain things.

He said: "Less spending on potholes, road maintenance and that sort of thing could end up being a result of further cuts. Obviously we'd always look to ensure that things like the care of the elderly were looked after, but other things may slip. It would be a question of how much money we had. We currently have quite a big capital programme. It's that kind of investment which we would need to cut back on."

The finance member said that come July 8, the county council would be watching George Osborne's summer budget with interest.

Secretary of state for communities and local government Greg Clark said: "Every part of the country needs to play its part in paying off the deficit. Councils have continued to balance their budgets whilst reducing council tax in real-terms, and increasing or maintaining public satisfaction with services and I pay tribute to local government for achieving that.

"I want to work with local government to ensure they continue to provide the best services."



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Continues from page 14

"But all parts of the country, from city regions to non-metropolitan areas, need greater freedom from Whitehall.

"We are now urging government to go further and set out a new settlement for all of England which devolves decisions on important issues like skills, housing, transport, care and infrastructure.

"This is vital if the economy is to prosper and good quality public services are to survive."

KCC's Cllr Carter believes these powers should be extended to counties to those with a record of managing their money well.

He said: "I am a great supporter of empowering county councils and city regions, loosening the reins in Whitehall and trusting in local government without unnecessary bureaucracy.

"There's a lot of interference in Whitehall, and it gets in the way of spending public money wisely.

"We were allocated about £30 million three years ago to modernise schools, but the scheme is managed from Whitehall and so far nothing has been done.

"This is not a good use of public funds."

He said Kent had a good track record of spending money on things like transport and education and complying with government cuts – and often knew better than Whitehall how money should be spent in the county.

"Local knowledge allows people to prioritise expenditure in a sensible way," Mr Carter added.

Greg Clark is the new communities



KNOWLEDGE: Local authorities, such as Kent County Council, above, say they understand their areas better than Whitehall

and local government secretary, as well as the MP for Tunbridge Wells.

He has previously spoken of his support for decentralising power, saying that certain places could benefit from the change.

His official line on the issue currently remains vague.

He told KoS: "The Government is determined to hand power and resources from Whitehall back to local people.

"We will only unleash the full economic potential of our country if we

transfer powers to local leaders, businesses and people who know their area best.

"Our door is open to all proposals from any local authority, county or city region keen to embrace devolved powers."

Cllr Carter adds: "It's time to get on with the job of working together in partnership with all the other public agencies in the area to make sure that if and when they are to let go, local government are ready to hold the reins."

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JUSTICE: Steve Dymond and his wife Su Gorman at their Broadstairs home



Our lives were destroyed by contamination scandal

This couple, and many others like them, deserve your time to hear a story as shocking as it is tragic



By Chris Britcher & David Powles

chris.britcher@archant.co.uk

WHEN Steve Dymond graduated from university his life stretched out before him peppered with opportunity and potential.

Having secured his degree in Russian and embarking on a relationship with the woman who would become his wife, they had all the dreams of the young and ambitious; children, careers, a home, security.

Yet, through absolutely no fault of his own, Mr Dymond's life would take the most horrendous of diversions.

It would destroy his career, his health – and have an enormous impact on those closest to him.

Because Mr Dymond is just one of the many caught up in one of the most jaw-dropping medical scandals of the past 60 years, and delivered to him by the very people who are tasked with keeping us all safe; the NHS.

For Mr Dymond, from Broadstairs, is one of thousands of people infected with the hepatitis C (hep C) virus after being given contaminated NHS blood products between 1970 and 1991. He took the products to control his haemophilia – an inherited affliction which prevents the blood from clotting and, as a result, can lead to uncontrollable bleeding.

During this period an estimated 32,000 people, scores of them from Kent, were infected through tainted blood and blood products, many of which were commercially manufactured and sold, without safety checks, to the British government from the USA – in addition to un-

“ If they said you could have your wisdom teeth out but the Factor VIII would give you hepatitis C and expose you to HIV you'd make a different choice. ”

Steve Dymond,
Victim of blood contamination

checked British donations.

These products came from numerous suspect and high-risk sources, including prisons, drug addicts and the homeless, but the government continued to import them even after being given warnings they carried a risk of infection.

More than 1,500 people were infected with HIV along with hep C. It is estimated the scandal has cost

around 2,000 lives so far. That is a figure which continues to rise.

In terms of death toll, it is the 15th largest peacetime disaster in British history.

Although more than 30,000 people are thought to have been given contaminated blood products, only 6,000 people are estimated to know it.

Among the haemophilia population in the UK it is thought almost all who took the treatment during the period may be infected.

For the rest, health problems caused by hep C could strike at any moment. It's known as 'the silent killer' for a reason (see box on page 22).

Yet, three decades on from when the scandal first began, a KoS special report has heard how the government continues to let down sufferers and their families in many ways.

This includes:

- A reluctance to properly investigate how the scandal was allowed to happen and hold those responsible to account
- A lack of acceptable financial support, leaving many victims and their fami-

lies struggling to cope

- A failure to provide the best drugs possible for sufferers, despite promises to the contrary
- Uncertainty over the financial futures of the funding schemes set up to help
- A complex and demeaning support system

Today Mr Dymond, 59, lives a life where his health concerns have left him unable to work, prone to depression, lethargy and mood swings. The hep C attacks the liver and the fear is he will succumb to cancer.

When he meets KoS he pre-empts the conversation by warning it's possible he may struggle as our meeting progresses. Yet he has a steely determination to ensure the agony he and his family – and so many others like them – has suffered, does not go unrecognised or unpunished.

“If someone said ‘I'm really sorry this happened but we just didn't know’,” he explains, “it would be one thing. But it just isn't true.

Continues on page 20

Special Report: Blood contamination scandal...Special Report: Blood contamination scandal

Continued from page 19

"At no point during the 1960s, 70s or 80s did the red flag of precaution go up saying something is not quite right. No one said 'we're not sure what it is, but we'll stop doing it as potentially it's not safe."

"It's like if you're a bus driver, and you gave your tyre a kick but weren't entirely sure it was OK. So you just think 'oh let's just give it a go' with 60 passengers on board. You're taking a risk with people's lives."

Mr Dymond was diagnosed with haemophilia when he was 12 after a fall down the stairs.

Like those with his condition – which he describes as 'mild'



haemophilia – he began to have injections with a concentrated blood product, known as Factor VIII.

Taken primarily as a precaution when facing situations during which he could bleed – such as trips to the dentist – it would allow temporary relief and his blood to clot for around 24 hours.

Little did he know of the terrible game of Russian roulette he was inadvertently playing: a game where all the chambers were loaded.

At the same time health bosses, faced with increased demand for blood products but not enough supply, turned to overseas drug companies to fill the gap.

What is now known is that not only did those products come from many high-risk groups, they were given to British patients by the NHS without even being screened for possible infection.

By the time Mr Dymond learned of his own virus he had been injecting potentially contaminated products for years.

Many of the victims of the scandal had haemophilia, though thousands were also contaminated through blood transfusions.

Adds Mr Dymond: "Concentrated Factor VIII is from a pool of up to 2,000 donors. It only requires one contaminated donation to contaminate the whole batch.

"I'm a mild haemophiliac which is important in terms of treatment choices. So if I go to the dentist I need

CAMERON'S APOLOGY

EARLIER this year, David Cameron became the first prime minister to issue an apology to the victims of the contaminated blood scandal, stating that "to each and every one of those people I would like to say sorry on behalf of the government for something that should not have happened".

He also pledged an extra £25m for the next 12 months to be spent on setting up a better payment and support system for those affected – however campaigners are still waiting for that pledge to be realised.

While the government has no plans to launch a formal inquiry in

this country, on conclusion of the Penrose Inquiry, held on behalf of Scottish victims, it pledged to study its findings closely and act accordingly.

Meanwhile, in a January select committee date, the House of Commons supported a motion to "further review the circumstances surrounding the passing of infection via blood products to those with haemophilia and others during the 1970s and 1980s".

That same month an All-Party Parliamentary Group Inquiry made a series of recommendations designed to make the financial support system fairer.



But even at this early stage it was becoming apparent something was taking the wind out of his sails. Something wasn't right.

He was finding tasks and challenges he would normally take in his stride a challenge.

As he embarked on a PhD he found himself struggling.

He explains: "You start doing what you do which is commensurate with your abilities and you just run out of steam. It all falls apart. It is a physical and mental fatigue.

"It's like getting an oil tanker moving. It takes a tremendous amount of

energy but once it's got going it's OK. But when you come to a stop, it takes a tremendous effort to get it going again. And it's a bit like that."

In the 1980s, it started to emerge that contaminated blood supplies used in products for haemophiliacs, such as Factor VIII, was likely to have been infected with HIV – the virus which leads to AIDS.

For a terrifying 18 months, Mr Dymond feared he may have contracted the disease – which then was an almost certain death sentence.

Somehow, however, and despite later discovering he had taken a

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Special Report: Blood contamination scandal...Special Report: Blood contamination scandal

JUST WHY WAS THERE SUCH A TRADE IN BLOOD?



DURING the 1970s and 80s, advances in medical technology increased the need for blood donations and companies in the United States in particular quickly found a way to make money from the shortage.

But there was no regulation in place to monitor safe ways to extract blood. Clinics were set up across the US and people were even paid to donate.

Those in most need of cash often turned up and the drug companies were only too happy to oblige.

One Canadian company took blood from Russian corpses, while inmates at prisons were even paid to donate once or twice a week, again with no checks on whether they were carrying a disease.

The NHS, struggling to cope with the demand, continued to buy the products into the 1980s and up to 1991, despite the fact evidence suggests they were aware of the dangers some 15 years earlier.

At a 1997 independent inquiry into the scandal, Lord Archer of Sandwell said: "By the mid 1970s it was known in medical and Government circles that blood products carried a danger of infection and that commercially manufactured products from the USA were particularly suspect...but the products continued to be imported and used, often with tragic consequences."

The inquiry heard how in a letter to the Department of Health and Social Security dated May 9, 1983, Dr Spence Galbraith, the head of the communicable disease surveillance centre at the Public Health Laboratory Service, warned that, since there had been 14 cases of haemophiliacs contracting AIDS after receiving Factor VIII concentrate, US blood products made in the affected period should be withdrawn.

The advice, however, was ignored.

SETTLEMENTS ELSEWHERE

IN several countries, including France, Canada, Japan and Italy contaminated blood scandals have ended up being played out in the courtroom.

In one of the most-high profile, a former French health minister was convicted and jailed for knowingly using contaminated blood on patients. Two French ministers were acquitted of manslaughter.

However, no legal cases have ever been pursued in this country.

In the 2007 Lord Archer independent inquiry, Lord Owen, a Labour health official in the 1970s, raised fears of a deliberate cover-up when it emerged thousands of documents on the subject had gone missing.

He said: "The more you look at this, the more you look at the question in France, the more you begin to see people who were fearful of a legal process going on in this country."

"The issues we were dealing with were extremely important and you suddenly find that during a 10-year role, ministerial papers can be pulped."

batch confirmed to be infected with HIV, he was given the all-clear.

He, along with his loyal wife, Su Gorman, disillusioned with the NHS, opted, in 1987, to move to France.

It was there, in 1993, that, finally it was confirmed he had the hep C vi-

rus. Yet at the time he was told it was "nothing to worry about" by a doctor in Paris. Still relatively newly identified, the symptoms and repercussions were far from clear.

The symptoms were, after all, similar to so many other ailments – flu-

like symptoms, lack of energy and depression. It was easily misdiagnosed (see box on page 22).

Passed from blood to blood, it attacks and damages the liver. To add to the body blow of being diagnosed with the virus, hep C is most widely

associated with drug takers – sharing the virus through sharing needles. It means the innocent haemophiliac also has the additional stigma which comes with the illness.

Continues on page22

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FIGHTING: Steve Diamond and Su Gorman talk to KoS editor Chris Britcher (right)

Continued from page 22

For Su Gorman, 60, the illness suffered by her husband – they wed in 1980 – has altered the direction of their lives, demolished any chance of children, and torpedoed their careers.

A former psychiatric social worker, she admits that if she had known about the illness it may have influenced their decision to work abroad.

"We had stable salaries and pension plans," she explains. "I wouldn't have taken a risk on our talents and energies if I knew he didn't have the energy."

"Because we didn't know he had hep C - I thought he was someone different to the man I'd married."

"Now we know what it is, and what it can do, everything makes sense."

JUST WHAT EXACTLY IS HEPATITIS C?

FOR many years, the medical world could not put its finger on hepatitis C.

Its existence during the 1970s was referred to only as non hep A or hep B - its existence only confirmed in 1989.

At first, its impact on the body was not fully understood and many - as in the case of Steve Dymond - were told it was not something to be unduly concerned about.

Now, however, the impact of the virus, which can infect and damage the liver, has become apparent.

In most cases, hepatitis C causes no noticeable symptoms until the liver has been significantly damaged.

When symptoms do occur, they are often vague and can be easily mistaken for another condition; such as aching muscles, a loss of appetite,

tiredness and depression.

Transmitted through blood-to-blood contact, it is more commonly associated with drug users - especially those sharing needles.

According to the NHS, it is estimated up to 49 per cent of people who inject drugs in England are thought to have hepatitis C.

There is no vaccine and no fail-safe cure. It can be treated

with antiviral medicines designed to stop the virus from multiplying inside the body and prevent liver damage. However, the virus has several different strains - each one reacting to treatment better than others.

Two new medications, released in 2011, called boceprevir and telaprevir, have been found to be effective in some people who do not respond to conventional antiviral treatments.

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Special Report: Blood contamination scandal...Special Report: Blood contamination scandal

There's a whole chunk of our past – where we were throwing things at each other with real hatred – but one of the symptoms is a really bad temper. It warps everything.

"I remember looking at him asleep and thinking 'I don't know this man anymore'."

It is a remarkable achievement that the two have remained together. But now they are united.

We meet on a bright spring day at the home of Ms Gorman's mother, 85, which they are now forced to share. They survive on £14,600 from the Skipton Fund, set up in 2004 by the Department of Health, to make payments to those infected.

Life has not been easy. In 2002 a biopsy discovered problems with his liver and Mr Dymond under went a then state-of-the-art treatment to tackle the hep C virus while in France – the only one available until 2012.

Over the course of a year it left him bed-ridden for much of the time with the powerful side-effects.

Explains Su Gorman: "But it did work while he was being treated. It was like having the pages of our life story book turned backwards – I rediscovered the man I married. The treatment brought him back.

"At the end the results were good and in six months we waited for confirmation it had gone. But it had come back."

Today, he has another anxiety. A recent scan revealed something on his liver – tests continue to ascertain

“ It's difficult not to be completely consumed by the insanity of it all. We try hard not to get caught in that state of mind. We have to channel our energy ”

Steve Dymond,
on coping with the injustice

whether it is cancerous or not – but what he is determined to achieve is to get on a new generation of drugs known as protease inhibitors. They are being approved by the National Institute for Health and Care Excellence (NICE).

They again promise to eradicate the virus from him – before the liver damage becomes too extreme. However, getting the NHS to approve to the funding is proving a challenge, despite, of course, health chiefs being responsible for his predicament.

But his main concern right now is raising awareness of the contamination scandal which has remained under the radar for too long.

"It's difficult not to be completely consumed by the insanity of it all," he explains.

"We try hard not to get caught in that state of mind.

GROUP CALLS FOR ACTION

TAINTED Blood is one of a number of organisations set up to campaign for justice for those infected and affected by contaminated blood and blood products in the United Kingdom.

Its committee consists of people who all are either directly affected by contaminated blood or are bereaved from someone affected. They all act in a purely voluntary capacity and are dedicated to achieving the aims of the group.

Following the publication of the Penrose report earlier this year, co-chairman Joe Peaty and Sue Threackall said: "After 30-40 years

of suffering and the loss of more than 2,000 lives, we expected more than a 30-second apology from the prime minister.

"More is needed than 'improvements to the way payments are paid' to victims, real compensation is needed reflecting the real suffering that those still alive but undergoing or have undergone painful treatments; their families and dependents; and those bereaved, including more than 2,000 dead over the years."



RIBBON: The red represents HIV, the yellow hep C and the black those who have died

"The most vicious wish is that any-one responsible would lose their homes, their pensions like those who suffered did.

"The best we can hope for is the people who make a lot of appalling, careless decisions, who defended indefensible decisions, still have to look at themselves in the mirror and somewhere there must be something which wakes them up at 2am.

"That's what we cling on to."

Both are educated people clearly struggling to understand quite how the state we invest our trust in could have treated them quite so scandalously. Mr Dymond has a clear, controlled voice – it cracks only occasion-

ally despite the sensitivity of the subject matter we discuss. Ms Gorman's eyes occasionally well with tears as she recalls some of the heart-wrenching decisions they have faced.

Yet they are not seeking sympathy. They are seeking justice.

Despite years of campaigning by those affected, a full public inquiry into the scandal has never been held in this country.

A six-year inquiry into several hundred Scottish cases cost an estimated £12m, came up with one recommendation and led to devastated campaigners burning the report in front of the gathered media.

It was only in March this year that

David Cameron became the first prime minister to apologise for what happened (see box).

There is clearly a case to answer. Now is surely the time for resolve.

■ Were you affected by the blood contamination scandal? Share your story by contacting us either by emailing editorial@kosmedia.co.uk or contact our investigations unit directly which is co-ordinating a major national push to raise awareness and put pressure on authorities across Archant titles, including Kent on Sunday, across the UK. Call our investigations editor David Powles on 01603 772478 or email david.powles@archant.co.uk.



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Flying Fortress all set for festival

A host of rare war-time aircraft will take to the skies above Biggin Hill next month for the Festival of Flight on June 13. **Chris Britcher** takes a look at some of the attractions heading to the former RAF base

A BOEING B-17 bomber - known as the Flying Fortress - will be woo-ing crowds at this year's Festival of Flight at Biggin Hill.

Some 18,000 people are expected to attend the airshow at the former RAF airfield, which takes place on June 13.

Other craft racing through the skies will be the likes of the Red Arrows, an RAF Chinook helicopter and Typhoon aircraft.

This year's event will commemorate the 75th anniversary of the Battle of Britain - remembering the airport's role at the forefront of Britain's defences during the summer of 1940 when the fierce aerial battle took place.

Hurricanes and Spitfires will also be among the aircraft taking part - taking part in a choreographed re-enactment of a battle in the skies.

In addition to the aerial displays, there will be a 1940's village featuring vehicles, re-enactors, entertainers and artifacts of the time both military and civil.

It hopes to give those attending an insight into the time when the future of the nation was in double.

For many, though, the highlight will be the chance to see the UK's last remaining airworthy American bomber, the famous B-17 Sally B.

She will be marking her 40th display season in 2015 and at the same time celebrating her 70th birthday.

Elly Sallingboe, the aircraft operator, has kept the historic aircraft in the air with the help of 6,500 members of the B-17 Supporters Club along with charitable donations, supportive sponsorships and souvenir sales.

"Fundraising is an ongoing struggle" she says. "It is a constant challenge - no sooner do we secure sufficient funds for one year than we have to look ahead and plan for the next.

"But we are determined to continue fighting for the survival of this important living piece of our history and wartime heritage because Sally B flies as a memorial to all Allied airmen who fell in the Second World War."

Based at Duxford in Cambridgeshire, the airfield home of the Imperial War Museum, the B-17 will fly into Biggin Hill and then be parked up for inspection by visitors and to meet the crew.

Colin Hitchins, event organiser, says that some visitors will remember this B-17 landing at Big-



ANNIVERSARY: Star of Memphis Belle movie, the Boeing B-17 bomber, will be one of the star attractions at the Festival of Flight at Biggin Hill

gin Hill 40 years ago this summer when it was rescued by Ted White from an uncertain future in Africa with a bold restoration plan in the UK.

"It is marvellous to see the aircraft maintained 40 years on in such fine flying condition - a great tribute to Elly and her team for determination and perseverance" said Mr Hitchins.

Sally B's TV and film credits include a leading role in the hit film Memphis Belle.

Entry to the Festival of Flight must be through advanced ticket sales only - there will be no tickets available on the gate.

For details see www.bhfof.com. Ticket sales close on June 5.



DISPLAY: The Red Arrows will dazzle with one of their trademark aerial displays



CROWDS: All tickets must be purchased in advance of the show which takes place on June 13

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KOS/15

Medals bloom for gardeners at Chelsea show

The world of horticulture focused its admiring glances on the RHS Chelsea Flower Show this week and there was plenty to enjoy with a host of Kent growers and designers dazzling once again

By Molly Kersey

molly.kersey@archant.co.uk

OUR green-fingered experts once again excelled at the RHS Chelsea Flower Show this week - coming back from the bonanza of blooms with a host of top awards.

The annual festival of flowers and celebration of horticulture took place throughout the week in the grounds of the Royal Hospital in London.

And, as is tradition, the Queen made a special visit at the start of the week, where she met

some familiar faces - among them her son Prince Charles and grandson Prince Harry.

But for many, the show was the culmination of a year's hard work nurturing delicate plants in order to be at their very best for showtime.

All that hard work paid off for Paul Harris, of Brookfield Plants, Ashford, who won his third gold medal in a row after exhibiting in the floral marquee category within the Great Pavilion.

He won for his hostas - a popular foliage plant.

"It's a hat-trick, I'm delighted," he said.

"I have got all different sizes to represent the diversity in their shapes,

from giant to miniature.

"I have got all the blue tones together, and yellow and white on another side.

"I think this is the best stand I have put on. It looks pretty good and the plants get better every year.

"It's a very good show this year, it's a very high standard."

His exhibition saw surfaces covered in oak leaves and moss and featured a tree stump.

Mr Harris said that it also included an original gate post that Gertrude Jekyll, influential horticulturalist and garden designer, once leaned on.

Previous to his gold award wins Mr Harris also received a prestigious silver-gilt medal.

"They said I was one point off a gold but I think they say that to everybody," he joked.



WONDERLAND: Hadlow College students' Alice in Wonderland-inspired garden design is pictured top right along with a taste of the event which once again pulled in thousands of visitors and a huge TV audience



GROWTH: Top left, Joanna Lumley and the Queen, William Dyson's winning bloom top right

Hadlow College floristry students also exhibited in the pavilion.

They were awarded gold for their display, which had a Mad Hatter's tea party theme to celebrate the 150th anniversary of the publication of classic children's book Alice in Wonderland.

Caroline Miller, floristry lecturer at Hadlow College, said: "Everyone is so happy. It's a good ending."

And making the display was no mean feat.

"We had a teapot, a cake and a chair," said Ms Miller.

The chair was made by the students during a visit to a workshop in Essex and the cake, consisting of flowers and cinnamon sticks stuck around the outside, was constructed before they made the journey to the flower show.

And the teapot, which was dangling in mid-air in the display, became a real talking point on the day.

"When it came to the teapot people went mad for it," said Ms Miller.

"When we were there all of the people looking at it were smiling and everyone was desperate to know

how the teapot was in the air.

"There was a big weighted bucket underneath the table, so it was tied on to a copper pipe which went through the table and down into the bucket."

William Dyson (pictured below), owner of Dyson's Nurseries in Sevenoaks, also exhibited in the pavilion and said he was "thrilled" to be awarded a silver-gilt.

After a break of 11 years he returned to showcase plants from his salvia collection - a herb from the mint family commonly found in South America.

He launched a new salvia called Love and Wishes, which came third in Chelsea's plant of the year competition.

He said: "It's wonderful to be back at RHS Chelsea. "Love and Wishes has a lot going for it; a long flowering period from June to October, sumptuous reddish purple flowers with burgundy stems and calyces and attractive foliage."

Elsewhere, celebrated designer Jo Thompson, of Cranbrook - who has enjoyed huge success in years gone by and is known as one of the country's foremost garden designers - was awarded a silver-gilt in the main show garden category for her M&G garden, featuring a natural swimming

pond and roses and peonies.

The Kent Hardy Plant Society also scooped a silver-gilt for their Over The Garden Wall exhibit in the pavilion - with team members travelling from all over the county to collect their awards.

Sue Marshall, of Marden, exhibited in the pavilion and won a gold award for her irises, which she grew for French plant breeders Cayeux.

Thousands of people attended the event along with a host of celebrities, ranging from Joanna Lumley, who used to live in Canterbury and Lord of the Rings star Sir Ian McKellan.



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Earthquake should be a warning

Anti-fracking campaigner says tremors that shook the county early on Friday morning must serve as a warning of the dangers of injecting chemicals and water into the ground writes **Molly Kersey...**

ANTI-fracking campaigners say Friday morning's earthquake which shook the county should serve as a warning to the dangers of pursuing the controversial drilling method.

Although the quake, 4.3 in magnitude, was caused naturally by the constant shifting of the Earth's plates, fracking has frequently accused of creating similar shifts and shakes.

The hydraulic fracturing process – which involves injecting sand, chemicals and water at high pressure into a well to crack rock and release gas and oil – has been met with fierce opposition from campaign groups.

However, the Government has been keen to push ahead with exploratory drilling. It is keen to stop the reliance on oil from areas such as the Middle East and instead mine other potential sources.

But in the US, fracking was accused of sparking tremors and also infecting water supplies.

Green campaigner and former Thanet councillor Ian Driver told KoS: "I think what

happened on Friday morning serves as a very serious warning about the dangers of fracking in Kent.

"There has been an established link between seismic activity and fracking.

"We have had two earthquakes in eight years. There is now a very strong argument that that fracking shouldn't be allowed here because it could start even more."

The last earthquake to rock the county was back in 2007 when a similar tremor caused damage to properties in Folkestone.

Adds Mr Driver: "As far as I am aware, in the ground in east Kent there are quite a few faults in the substrata in the geology and I have been to a couple of public meetings where that has been pointed out.

"The faults in the ground could be causing the seismic activity, and if they are going to be delving very, very deep down into faulty land to get the gas or the oil out there is a very serious danger of starting a lot more earthquakes."

Julie Wassmer, of the East Kent Against Fracking group,

agrees that fracking should not happen in the county.

She explained: "Anyone that is concerned about fracking or has done any research will know the links between fracking and earthquakes.

"We have faulted ground here in east Kent because of the coal mining industry."

And despite assurances that earthquakes caused by fracking would not be higher than a three on the Richter Scale – which is

relatively small, in areas such as Alberta and Oklahoma in America, where fracking has been taking place, earthquakes had reached higher than 4.4 – more powerful than that which shook Kent from its epicentre just off the coast of Sandwich on Friday morning.

"The evidence we are getting from America more and more is that when they said 'fracking does not cause earthquakes' – we are finding

that this is not the case," said Ms Wassmer.

"Where do they stop?"

Those in support of fracking have long insisted there is no risk of major tremors as a result of the process and that strict safety checks are in place.

Ken Cronin, the chief executive of UK Onshore Oil and Gas, which is looking at exploiting shale gas, said: "The recent earthquake is in no way related to shale gas or hydraulic fracturing. Even if activity were happening, to

make any connections between this random geologic event and the necessary, regulated exploration for shale gas is irresponsible and shows a lack of understanding of both geology, as well as oil and gas exploration.

"Seismicity associated with hydraulic fracturing has been well researched by a number of independent UK based institutions and the risks have been found to be low. I deplore this opportunistic way that some groups want to put fear into local people."



FRACKING: In the US, it has been accused of sparking tremors and infecting water supplies



TREMORS?: A seismic diagram of what happens during an earthquake

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Miracle of Dunkirk's 'little ships' remembered 75 years after rescue

Amid a series of special events, **Molly Kersey** looks back at the county's key role in Operation Dynamo

CORNERED by an advancing German army and exposed to machine gun fire, British troops were in a terrifying position in May, 1940.

They were stranded on the beach at Dunkirk, on the coast of north France, just a few miles from the Belgian border.

It was one of the few beaches not in German hands.

But that seemed only a matter of time as the retreating Allied troops found themselves with the wide expanse of the English Channel between them and safety.

Winston Churchill described the cul-de-sac they found themselves in a "colossal military disaster".

Help, though, was to arrive in a manoeuvre which would, 75 years later, remain one of the defining moments of the war. Dunkirk was a defeat... but the manner in which more than 338,000 lives were saved signalled a community bravery and spirit which would be harnessed to bounce back from this temporary set-back.

The soldiers' plight sparked what was codenamed Operation Dynamo, a remarkable rescue effort masterminded by Admiral Sir Bertram Ramsay. It saw a flotilla of ships making their way across the Channel to rescue the troops and bring them back home.

Every single available craft in Kent, no matter how big or small, was called into action; gathering in Sheerness dockyard to be briefed of the mission ahead of them.

Boats built only for calm rivers battled the waves and returned weighed down with soldiers over a period of time which stretched from May 27 to June 4, 1940 – precisely 75 years ago.

"When the British and French troops retreated and were surrounded in and around Dunkirk they needed rescuing," said freelance marine writer Nigel Sharp, author of historical book Dunkirk Little Ships.

"Winston Churchill had just become prime minister.

"He and all the other officials thought they would only have three days to get 45,000 troops and they actually had nine days and got 338,226.

"It was not only three times the amount of time they had but so many more troops, and that was due to the little ships.

"It was simply a question of getting as many troops as possible on to them and getting them home. It's an amazing story."

The way that these civilian boats banded together to help those in need has given rise to the term 'Dunkirk spirit'. Indeed, just mention the heroism of Dunkirk and the emotional response will be immediate.

"There were 700 privately owned boats, paddle steamers, lifeboats, tugs, all sorts," said Mr Sharp.

"At least 23 paddle steamers went and two of them still survive.

"There were 19 RNLI lifeboats that went across.

"Two of them went with their normal voluntary crew – the Margate RNLI and Ramsgate RNLI.

"By the time the evacuation started Dunkirk harbour has been pretty badly damaged by the Germans and only a bit of it was still usable.

"The smallest of the little ships were particularly useful for going into the beaches because they could get right in and then ferry people back to larger ships."

But Mr Sharp explained that the term 'little ships' might actually be somewhat misleading, as some of the ships that were involved were not very little at all.

The Medway Queen was one of the larger ships called into action.

The paddle driven steamship, which is now located at Gillingham Pier, is the only mobile estuary paddle steamer left in the UK and in recent years has been the subject of a major renovation project.

Brian Goodhew, of the Medway Queen Preservation Society, said: "The Medway Queen went out there seven times in nine days and brought back thousands of troops.

"It lasted nine days and after that Dunkirk fell."

The troops made their way to the Kent coastline with some 49,874 troops landing at Margate, 39,848 at Ramsgate, 177,780 at Dover and 29,265 at Folkestone.

"Dover, Margate and Ramsgate were just overwhelmed by all these troops and many of them had not eaten or drank for days," explained Mr Sharp.

And people in the towns worked hard to utilise the resources that they had and help as many people as they could. Dreamland Ballroom in Mar-

due to be making their way back to the harbour.

A parachute flare will be let off to warn people that they can be seen and the Ramsgate Air Training Corps Band will perform at the end of the East Pier.

For more details, visit www.operationdynamo75th.co.uk



RESCUE: The Allied troops retreated at Dunkirk, and their plight launched the rescue mission to help save them



SURVIVING: The Medway Queen is a surviving paddle steamer that was involved in the brave rescue attempt

gate was used as a large dormitory to care for the wounded, and Margate General Hospital dealt with some 700 casualties.

The Winter Gardens became an emergency first aid station and many others were set up around the town to treat thousands of stretcher cases - those who were too ill to walk.

All of the men received the medical attention that they needed as well as food, dry clothing, and in some cases with a wire or postcard to their relatives.

All available shops were scoured for provisions for the troops, even as far as Canterbury, and it is estimated that some 100,000 cups of tea were served to the men in just eight days.

And nearby Ramsgate faced a similar situation.

Mary Lincoln lived in Ramsgate at the time of the evacuation and submitted her memories to the group behind a project set up to remember the event - Operation Dynamo 75th.

She told them: "I was working as a waitress at the Granville Hotel in Ramsgate on that day.

"We were asked to volunteer to go to Ramsgate Station in our off duty hours to help the WVS (Women's Voluntary Service) welcome them with



BRAVERY: The way the community banded together is commemorated.

tea and something to eat.

"But nothing prepared us for the tragic condition those soldiers were in.

"The large pleasure building, Merrie England, took all the very badly wounded as it acted as a first aid post.

"The thing that has lived with me, to this day, was their eyes.

"They had very obviously wit-

nessed sights and sounds that no young lad could have been prepared for, and although some of them tried to show pleasure at being back in England, their tragic faces told the story. This was the first time I had come face to face with raw tragedy, as I was only 19 at the time, but I have never, ever forgotten it."

LITTLE SHIPS SAIL ONCE MORE

A NUMBER of events have been taking place to mark the 75th anniversary of Operation Dynamo.

On Thursday, a number of the little ships made their way to Kent and sailed from Ramsgate Royal Harbour to Dunkirk.

On Monday, at around 2pm, a smaller number of the ships are

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Spotlight on condition of 'sticky blood'

May marks Hughes syndrome awareness month. **Molly Kersey** speaks to people in the county about the little-known condition...

WHEN you mention Hughes syndrome, the response from a lot of people will be a shrug of the shoulders and a confused look.

Yet despite it being responsible for one in six strokes and heart attacks in those under 50, as well as being recognised as a cause of recurrent miscarriages, it remains frequently undiagnosed – only apparent once it has caused a serious health risk and frequently mistaken for other conditions.

So just what is Hughes syndrome?

Known as an autoimmune disease, nicknamed 'sticky blood', it causes blood to clot too quickly in veins and arteries.

In addition to those conditions already mentioned, it can also lead to

deep vein thrombosis (DVT).

But, fortunately, an early diagnosis and the right treatment can stop these complications from developing. And with May being Hughes syndrome awareness month, it is hoped by raising its profile, it will cut the complications it can cause.

Lyn Cambridge, 66, from Herne Bay, was diagnosed with Hughes syndrome ten years ago.

"When I was first diagnosed my GP hadn't heard of it," she told KoS.

"He did research and he was really, really good from that day on, but I think it's getting that message out there."

Professor Graham Hughes and his team were the ones to first describe the condition, known medically as antiphospholipid syndrome (APS), in the British Medical Journal.



HUGHES SYNDROME: An autoimmune disease, nicknamed 'sticky blood', it causes blood to clot too quickly in veins

"It was first described in 1983 and pioneering doctors following that took about ten years to prove it existed," explained Kate Hindle, manager at the Hughes Syndrome Foundation charity.

"It's a very specialised topic, but I think awareness is growing amongst the medical profession."

Hughes syndrome can be difficult to identify.

"There are low grade symptoms which unfortunately can cover a lot of other types of conditions," explained Ms Hindle.

"Look out for severe chest pains and difficulty breathing, visual disturbances or noticeable memory loss in younger people."

The disease affects all age groups and is more common among women than men, although this could be due to its effects on pregnancy – it is recognised as the most treatable form of repetitive miscarriages.

Ms Hindle said: "Unfortunately, poor women have to have three consecutive miscarriages before they are tested, but they will actually be tested now whereas before they wouldn't be."

"We are trying to lobby and change that so it happens after just two."

Symptoms of the disease will differ from person to person, and can range from headaches, migraines, balance problems and stroke.

Lyn Cambridge knew that something was wrong when she experienced respiratory problems.

"I just couldn't breathe, my breath wouldn't come. You just think 'this is something that will get better', but it didn't."

"They thought it was my heart at first, and it turned out it wasn't."

"I had a pulmonary embolism – a blockage in the artery that transports blood to the lungs – and that's why I couldn't breathe."

"There were three clots in one lung

and one in the other."

And she said she has met others with the condition who had previously been mistakenly diagnosed.

"I have met people at the clinic that have been diagnosed with multiple sclerosis, and it's not until you get that right blood test that you know, and that's the problem."

Hughes syndrome can be detected using three different blood tests – anticardiolipin antibodies (aCL), lupus anticoagulant (LA), and a newer test anti-beta2-glycoprotein1.

While they sound complicated, they are relatively simple to carry out, and cost around £70 on the NHS.

The results of the lupus anticoagulant test will either be positive or negative and the other two specific antibody tests are given in figures.

Other factors can also help people determine if they have the disease.

"Family history is very important – if you have thrombosis in the family or any kind of clot at all," said Ms Hindle.

Ms Cambridge's daughter, Amy, has been diagnosed with Hughes syndrome too.

"It was bad enough for me, but my daughter was only 22 when she had it," Ms Cambridge said.

"Her clot was in her head. She is fine now."

Once Ms Cambridge and her daughter were diagnosed they were given blood-thinning medication, which is commonly used to treat the condition.

"We are both on Warfarin and that's for life. We have to take it daily, we self manage," she said.

It is relatively common for those with the disease to suffer joint pain or fatigue.

Dr Karen Hambly, of the University of Kent's school of sport and exercise sciences, was diagnosed in 2008 and had symptoms for around eight years beforehand.

"I actually had blood clots in the

lungs, I thought it was just down to flying," she said.

Dr Hambly, who was an indoor rower at a competitive level at the time, has since carried out research into Hughes syndrome (APS) and exercise, supported by the Hughes Syndrome Foundation.

"There is a lot of information out there for other autoimmune conditions, like rheumatoid arthritis and multiple sclerosis, there is quite a bit of research that looked at those but absolutely nothing looking at APS and exercise," she said.

"Some 268 people with APS were involved in the study. We looked at information about how they perceived their APS is affected by exercise. 82 per cent of the people out of that 268 really wanted to increase the amount of physical activity that they did. 71 per cent were either motivated or very motivated, but if you compared it to the information that they had received from any of their doctors about participation exercise 60 per cent of them said they hadn't received any information at all."

"There is a big education gap. There isn't the research out there so doctor's are perhaps a bit concerned about saying 'we think this is okay'."

"They just need to be careful. I don't think it's as much about restricting sports as it is about managing people when they do participate in those sports."

And Dr Hambly said that with fatigue being a common problem among sufferers, a good structure was key.

"A lot of it is about programming the sports and the exercise so that it isn't overwhelming and it doesn't mean you can't then do day to day activities."

"As a competitive sports person it's really hard to work at a lower level, it needs a total change in mentality."

For more information visit
www.hughes-syndrome.org

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Despite legal ruling, future is far from plain sailing for MyFerryLink

Jamie Weir on the increasingly complex legal situation surrounding the future of one of the three firms operating the popular cross-Channel route from Dover. Could it cease sailing as soon as July 9?

THE future of cross-Channel ferry firm MyFerryLink remains shrouded in uncertainty – despite it securing a vital legal victory which seemed to, if nothing else, extend its life.

The ferry firm was on the last roll of the dice after a long-running legal row amid claims it was operating anti-competitively.

Owned by Eurotunnel, which had purchased the former ships used by the now defunct SeaFrance company, other ferry operators claimed MyFerryLink was able to slash its prices on the cross-Channel route giving its parent company an unhealthy advantage.

After a long-running dispute, the UK Competition and Markets Authority (CMA) last June said it had acted unfairly and ordered it to cease sailing. MyFerryLink described the ruling at the time as “illogical”.

Eurotunnel responded that it would look to sell the company and began the process of seeking a buyer.

But, as we reported last week, the Court of Appeal ruled the CMA does not have jurisdiction over Eurotunnel's acquisition of the former SeaFrance operation between Dover and Calais.

However, the CMA has said it will examine the judgement; and that, says Eurotunnel Group, means it still has to sell up.

Last November the ferry company took the case to the Competition Appeal Tribunal – a specialist judicial body which decides cases involving complex competition issues. In January, it decided to uphold the ruling, saying that the ferry company should stop running its services.

However a judgement from the Court of Appeal last Friday (May 15) overturned the previous ruling by a vote of two to one.

That decision was met with unhappiness by the two other ferry operators, P&O and DFDS.

Chris Laming, communications director for P&O, said: “We are waiting to see

what the next step in this saga will be. They had said they were going to sell their ships but now we don't know if that's going to happen.

“Our position throughout this whole situation has been that we want a level playing field. We expect rival companies to compete fairly. Safeguarding prices means we can use income to use for future investments and jobs.”

That was a feeling echoed by DFDS, with a spokesman telling KoS the company was “highly surprised” by the ruling, stating that it ran “counter to the consistent findings of the UK competition authorities and specialist appeal body”. DFDS says it will now review the ruling and consider all options for appealing the decision.

But the route ahead appears far from clear for MyFerryLink.

Eurotunnel spokesman John Keefe told KoS the ruling didn't mean the company could continue as it had in the past.

He said: “It doesn't seem to be cut and dried for the company. It's now up to the CMA to decide on what to do, as it's their ruling. If the CMA decide to appeal the judgement, then that would effectively be the same as not allowing us to run.”

The reason for this is that should the CMA decide to appeal the ruling, it would mean, says Mr Keefe, the original end date for the company would come in to force – that is July 9.

“Our contract with the SCOP [French co-operative the Société Cooperative de Production SeaFrance SA which staffs the vessels] runs until July 2. We've already said we won't renew that until there's clarity on July 9. If the CMA appealed, it would be extremely unlikely to be heard before then, so that means we're looking increasingly likely to have to sell the boats.”

The challenge was brought by SCOP. It related to a decision made by the CMA during its earlier judgement in June last year. That judgement deemed the CMA

to have the necessary jurisdiction to consider the acquisition by Eurotunnel, of assets like boats from former ferry provider SeaFrance under its merger control powers. SCOP had challenged the CMA's powers to do this, with a case which argued that the purchases made by Eurotunnel should be treated as an acquisition rather than a merger under UK merger control rules.

Following the ruling, the CMA released a statement which said it would “study the judgment carefully and consider its next steps.”

The economic impact of MyFerryLink's closure could be widespread, with around 600 people who staff the boats left out of work – the majority of them French.

Despite this, Mr Keefe says that the real loser could well be those looking to cross the Channel.

He told KoS: “The CMA appear to want just two competitors in the market, saying that, somehow, would be more competitive. We don't think that would be the case, and feel that with the Port of Dover expected to grow, it could be damaging to take one ferry company away.”

“There need to be more providers, not less, to offer competition and good value to customers. If three ferries are withdrawn, it sucks capacity out of the market. That removes choice from the consumer, and also means ferry companies can set higher prices. Competition makes a keener, better marketplace for people using the product.”

A number of interested parties have already been in discussions with Eurotunnel about buying the three boats along with the associated assets of the company.

Mr Keefe added: “Throughout the process there have been a number of parties interested in purchasing them, and we've been through two rounds of offers now.

“We'll be carrying on with that process in case we are unable to continue business and need to sell the assets.”



LATEST CHAPTER IN CHANNEL TRAVEL HISTORY

MYFERRYLINK can trace its family tree back to the earliest days of modern cross-Channel ferry operations.

It was born in 2012 from the remains of SeaFrance, the French ferry firm which operated the Dover to Calais route. After it was put into liquidation by a Paris court, Eurotunnel acquired its vessels and handed it to a French workers' co-operative – many of whom were former SeaFrance staff.

SeaFrance itself was created in 1996

following the end of a long relationship between Sealink – or Stena as it had become – and French firm SNCF.

Prior to that, the service was part of Sealink which, along with P&O (or Townsend Thoresen as it once was) enjoyed the boom period of cross-Channel travel. Prior to Eurotunnel, they dominated the Channel and with duty-free offering big discounts, they were never in such high demand.

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Double trouble at crossing as motorists are charged twice

AA claims system glitches are seeing some drivers paying more than once, writes **Maria Chiorando...**

MOTORING organisation the AA says the Dartford Crossing's new state-of-the-art tolling system has been double-charging some motorists.

It says it has received a slew of complaints from motorists who tried to pay the charge online, encountered system problems and then found they had been charged twice.

The new free-flowing scheme - called Dart Charge - has been in place since the end of November and means motorists no longer have to stop at toll booths, but instead have their number plates recorded on camera and must then pay by phone, online, in-store or post, within 24 hours.

Failure to do so will land users with a fine.

And while it has been trouble-free for the vast majority, problems continue for some.

A spokesman for the AA said: "What could have been dismissed as an irritating but not unexpected teething problem, which should have been quickly resolved, has turned into a potential Achilles heel for Dart Charge."

According to the motoring organisation, it told Highways England, the organisation in charge of the scheme, previously known as the Highways Agency, it was critical drivers across the UK and beyond were properly informed about the scheme and that the back office systems running payments and penalties were customer focused.

An AA spokesman added: "Soon after the Dart Charge began, it was clear that some drivers were running up against, perhaps inevitable, computerised glitches when trying to pay. It was equally foreseeable there would need to be a system of customer support to resolve complaints quickly and painlessly while the Dart Charge scheme bedded in."

"However, in February, it was apparent early problems weren't going away and complaints weren't being

PAYMENT CHANGES AND PLANS FOR ANOTHER CROSSING

SINCE November 29, the way you pay for using the Dartford Crossing was changed forever.

Instead of having to queue up to pay at a booth, the free-flowing scheme is designed to keep traffic moving and prevent the worst of the snarl-ups on one of the busiest stretches of the road network.

The outcome of the changes are being closely monitored by motoring organisations and the Government.

A decision has been taken to build an additional Thames crossing, to help ease the congestion currently experienced at both Dartford and the Blackwall Tunnel in east London.

There are two options proposed - one would be close to the existing tunnel and QE11 Bridge at Dartford. The second east of Gravesend.

Opinion is split on which would be best, with local groups in both areas preferring the other option.

The advantage of the Gravesham



option, however, would be by plugging the crossing into the M2 rather than the M25.

Such a move would undoubtedly ease pressure elsewhere on the road network.

However, many also suggest that

Dartford has the existing infrastructure and it would be most appropriate.

A decision on which was delayed prior to the election. Tough decisions will now lurk around the corner.

resolved quickly. Twitter and Facebook chatter clearly shows that there are many frustrated customers.

"Some credit must go to Dart Charge for intervening and trying to help them, but equally there may be many others with a complaint who haven't spoken out."

Dartford Council leader, the Conservative Jeremy Kite, this week waded into the row, expressing anger after residents experienced a series of errors in dealing with the local residents' discount - a cut-price scheme offered to those who live close to the crossing.

He said: "The recent experience of Dart Charge for many local residents has been far from good and the operators need to understand that customers deserve an efficient service."

"In 2015, with all the technology and experience available it is quite unacceptable for local people to be wrongly told they have had their accounts cancelled, be double-charged or to spend long periods on the phone resolving issues with Dart Charge."

"It was the crossing operator's choice to move their customer services many miles from Dartford and they promised that technology would make their service efficient, reliable and easy to use."

"Frankly, it's proving to be none of those things and residents are rightly furious. The senior managers responsible for Dart Charge need to get their act together and quickly or I suspect they will face growing calls to be replaced."

He has said he will raise the matter

with Highways England and is calling for a clear statement from the operators explaining what steps they are to take to deal with the growing number of complaints regarding the Dart Charge service.

Edmund King, the president of AA said: "It is particularly galling that any toll remains at Dartford."

"The tolls and charges were supposed to be lifted in 2003 when the cost of the scheme had been met. The new scheme has undoubtedly eased the congestion at busy times but, for some, there is a new concern regarding the behind-the-scenes bureaucracy that accompanies this supposedly high-tech, non-stop tolling."

"We expect appeals to ramp up in the coming months and if the authority does not act quickly to re-

duce errors it could be embarrassing.

"We expect many drivers to incur penalties through not being aware of the scheme. And those who seek help with problems they have experienced with the 'back office' may get frustrated when problems are not resolved quickly or easily enough."

"We believe that, so far, only around 400 appeals have been considered by the Traffic Penalty Tribunal and thankfully, because of the teething problems, the vast majority of drivers are winning their cases. We expect appeals to ramp up in the coming months and if the authority does not act quickly to reduce errors it could be embarrassing."

"With the scheme now into its sixth month, the AA calls for a transparent review of customer service standards and the performance of the electronic processes so any needed improvements can be made. The AA also believes a complaints system and users group should be established to ensure users have a voice."

Dart Charge is not currently issuing penalties to first-time non-payers, sending them warnings instead.

The AA has said it welcomes this, and hopes this continues until awareness of the scheme increases.

Responding to the criticism, a Highways England spokesman said: "As the AA has stated, the vast majority of the 100,000 chargeable crossings at Dartford made each day are processed accurately and smoothly."

"Given the scale of transactions from time to time errors will be made for which we apologise unreservedly. We appreciate the AA recognising that when we are made aware of issues we work with customers to resolve them as quickly as possible. We continue to working hard to ensure that errors are kept to an absolute minimum."

The full implementation of the scheme - which will see the final booths removed on the Essex-bound tunnels - should all be completed by next month.



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UNIQUE: Pietra Mello-Pittman said that everyone is 'united on stage' during the show, which blends Zulu traditions, ballet and contemporary dance

Cultural dance fusion is set to tell stories of South Africa

The show will be bringing together different dance styles, writes **Molly Kersey**

A NEW show bringing together South African choral legends Ladysmith Black Mambazo and an award-winning choreographer will be performed in Dartford.

Inala will be at The Orchard Theatre from July 3 to 4.

The production is aiming to create a fusion of South African and Western cultures on stage, with both reflected in the unique show.

The original score has been devised by Ladysmith Black Mambazo, whose songs include Rain, Rain, Beautiful Rain and Long Walk To Freedom, and British composer Ella Spira.

The group were brought to international acclaim after collaborating with Paul Simon on his 1986 album Graceland, going on to win four Grammy awards.

The show will be performed by a company of 18 singers and dancers, with Mark Baldwin's choreography helping to unite Zulu traditions with classical ballet and contemporary dance, and live percussion, piano and strings featured.

Ms Spira first created the concept of the show with first artist of the royal ballet Pietra Mello-Pittman.

It will feature both current and former dancers from the Royal Ballet and Rambert.

Ms Mello-Pittman explained: "Inala means abundance of goodwill in Zulu. The songs in Inala are sung in Zulu and they tell stories of South African culture with themes that everyone can relate to, like friendship, romance, love, jealousy, work and even marriage and divorce.

"We see fragments of a community life, the ups and the downs

and we come out at the end rejoicing."

She added: "We didn't want a show that was all chalk and cheese when it came to the different disciplines and dance styles so we researched each discipline and culture in advance so we were as prepared as possible.

"Ladysmith Black Mambazo don't just sing in their concerts, they also dance a very intricately choreographed Zulu dance style called Isicathamiya, which is a mix of high kicks and soft rhythmical tap steps done very lightly on the balls of the toes.

"Ladysmith Black Mambazo, the contemporary trained dancers and the classically trained dancers all shared their disciplines and cultures and then the choreographer, Mark Baldwin was able to expertly integrate all the styles, so

everyone is united on stage."

Ms Spira added: "The group had never annotated its music before, so writing the score for Inala was in itself a challenge, but the passion and culture of Ladysmith soars through and brings the narrative of the ballet to life."

Joseph Shabalala, founder of Ladysmith Black Mambazo, said: "It has always been our mission our spread our South African culture as widespread as possible, so it is very important for us to bring Inala to the UK and the rest of the world."

And the reaction has been very good so far.

"We were honoured at the amount of positive feedback we received from audience members," said Ms Mello-Pittman.

For tickets call 01322 220000 or visit www.orchardtheatre.co.uk

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ROYAL VICTORIA PLACE
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Murder, mystery and a host of famous faces take to the stage

By Maria Chiorando

maria.chiorando@archant.co.uk

TO CELEBRATE the 10th anniversary of the Agatha Christie Theatre Company, And Then There Were None returns to the stage in Gravesend.

The newest show will follow in the footsteps of the company's productions of Ms Christie's Witness for the Prosecution and Black Coffee.

The play will be on at The Woodville Theatre for a one week run, from June 1 to 6.

Taking to the stage will be BAFTA nominated stage and screen star Paul Nicholas – known to some as Colin Buchanan, from Dalziel and Pascoe.

He will be joined by Susan Penhaligon, who starred in Bouquet of Barbed Wire and A Fine Romance, small screen veteran Mark Curry and West End leading lady Verity Rushworth.

Emmerdale star Frazer Hines, will perform alongside them and Soldier Soldier actor Ben Nealon will also be treading the boards.

Neil Chandler, theatre manager of The Woodville is looking forward to hosting the production.



SOPHISTICATED: Agatha Christie's brilliant plotting is famous

He said: "We are really excited about this show, the reviews are fantastic and I am so pleased that we are able to have such a brilliant theatre company such as the Agatha Christie Theatre Company, here at The Woodville.

"This is the second week long show that we have had at the theatre recently and I really hope that people will come along and enjoy the show."

The play is based on the best-selling mystery novel of all time, and Agatha Christie's own stage adaptation of this dark and captivating tale will thrill and enthrall, as murder unfolds.

A group of 10 strangers are lured to a remote island off the coast of Devon. Upon arrival it is discovered that their host, an eccentric millionaire, is missing...

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rential storm and haunted by an ancient nursery rhyme, one by one the guests begin to die.

With only the fallen believed to be innocent who among them is the killer?

Tickets start from £17.

To buy tickets, or for more information, you can visit the theatre's website at www.woodville.co.uk.

You can also contact the Box Office on 08442 439 480.

Don't cry for me Maidstone

EVITA, the musical considered by many to be Andrew Lloyd Webber and Tim Rice's master work is coming to Maidstone's Hazlitt Theatre from June 10-13.

Visit www.parkwoodtheatres.co.uk for more information.



Black Sheep hit Ramsgate

AMERICAN hip hop duo Black Sheep from Queens, New York, will be performing at Ramsgate Music Hall.

The duo composed of Andres "Dres" Titus and William "Mista Lawng" McLean play in Ramsgate on June 15. Tickets cost £16.50, visit www.allgigs.co.uk.

The man in black tribute

THE BRITISH Johnny Cash tribute show, featuring Clive John as the Man in Black will play at the Leas Cliff Hall in Folkestone on June 5.

Tickets start at £19.90, visit www.allgigs.co.uk.



Have the time of your life

AN EVENING of Dirty Dancing: The Tribute Show is celebrating five years of touring. Now, the show will be coming to Folkestone on June 20 at 7.30pm.

Tickets cost from £19 and are available from the venue box office by calling 0844 871 3015, or www.atgtickets.com/folkestone.

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Beloved story comes to life

AN adaptation of the popular illustrated children's book *The Tiger Who Came To Tea* will be performed at The Orchard Theatre, Dartford, from June 2 to 7.

Call 01322 220000 to book.



Screening for Disney fans

A FULL screening of Disney's *Frozen*, with lyrics on the screen so you can sing along, will be shown at the Margate Winter Gardens on June 28 at 1pm.

The screening will be introduced by a live host to guide audiences through.

Call 01843 292795 for tickets.

Fun family show in town

THE Magic Porridge Pot and Other Tasty Tales will be performed at the Theatre Royal, Margate, on June 13.

It will take place at 2pm.

Visit www.theatroyalmargate.com to book.



Dance thriller is on stage

MATTHEW Bourne's award-winning dance thriller *The Car Man* will be at Canterbury's Marlowe Theatre from June 2 to 6.

Performances will be taking place at 7.30pm and 2.30pm.

For more information or to book, call 01227 787787 or visit www.marlowetheatre.com

Wartime re-enactment at combined-op show

By Maria Chiorando

maria.chiorando@archant.co.uk

WARTIME enthusiasts will be able to visit the county's most diverse military vehicle and air show this August.

The Combined Ops Military Vehicle and Air Show in Headcorn is the only one of its kind to take place both on the ground and in the skies.

The show spans a weekend, and will offer vehicle displays, living history re-enactments, food and military stalls, tank driving and jive dancing.

According to a spokeswoman: "The sky programme includes displays from the Great British Lancaster bomber, Spitfire and Hurricane.

"The world's only flying Vulcan Bomber will blaze through the skies above the crowds."

The Red Arrows, often considered the world's premier aerobatic Royal Air Force display team, will perform a twenty five minute display of speed, agility and precision.

A spokeswoman said: "The



Great War Display Team will perform a breath-taking nine aircraft 'dogfight', reminiscent of past World War I aerial battles. The GNAT Display Team will also perform a full display in the ex Red Arrows 'Folland Gnat', used to train more than 1,400 fast jet pilots for the RAF."

Back on the ground, the fields of Headcorn aerodrome will be filled with the deafening sound of guns firing and spectacular explosions blowing holes in the ground, as thousands of blank rounds are

fired in a realistic World War II reenactment.

There will also be chance to get up close to the imposing World War II Sherman tank, as seen in the recent Hollywood blockbuster 'Fury' starring Brad Pitt.

Tickets are priced from £25 for a family of two adults and two children (under 4's free).

The event takes place on August 15 and 16, and is open 10am – 6pm on the 15 and 10am – 5pm on the 16. Visit www.combine-dops.co.uk to book tickets.



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Why this week saw people cutting out the meat

Jeananne Craig ditches the flesh for national vegetarian week, and feels the benefit of her new diet...

THE fridge has been cleared of meat and fish, my kitchen is now better stocked than our local greengrocer's, and I've had my 'last supper' - a steak that probably weighs as much as a small child.

As challenges go, temporarily turning veggie to mark National Vegetarian Week (May 18-24) is hardly up there with trekking the Great Wall Of China. As a lover of all things meaty, however, it's a task that fills me with some trepidation. Not least when, just hours into the seven-day experiment, I'm confronted with a platter of glistening, honey-roasted cocktail sausages at a party (I managed to resist, but only just).

Adopting a meat-free diet brings

plenty of benefits to animals and the environment, not to mention your bank balance, once you've taken costly meat and fish off the shopping list. But will veggie food give me all the nourishment and flavour I need, or will I be reaching for a Big Mac by day three?

Luckily, I have a foolproof meal plan devised by online supermarket Ocado and nutritionist Anita Bean, to see me through the week and ensure I get a balanced and varied diet. I sometimes struggle to come up with exciting dishes when cooking for veggie friends, but there are a wide range of tastes and textures in Bean's recipes, from the super-simple bean and quinoa salad to the gnocchi, pesto and tomato salad, and the goat's cheese and tomato frittata.

It's all about getting the balance



DELICIOUS: Veggies can form the centrepiece of your meals

right, according to Bean - ensuring you get enough protein, iron, vitamin B12 (from eggs, dairy products and fortified breakfast cereals), omega-3 (try chia, pumpkin and flax seeds and dark green leafy veg), and vitamin D.

"Vitamin D can be a problem if you don't get much sun exposure or consume oily fish. The best vegetarian sources are egg yolk and fortified margarine, plant milk and breakfast cereals," says Bean.

She adds: "Make vegetarian versions of your favourite meals: replace the meat in stews, curries and casseroles with tinned beans, lentils or tofu."

If you're missing your meat fix, you might like to try meat substitutes such as seitan (a gluten used in stir fries and Chinese dishes) and Quorn meat-free

chicken fillets. According to a Mintel survey, the number of vegetarian food and drink product launches doubled globally between 2009 to 2013, so there's more choice than ever.

By the end of my week, I'm feeling great - healthy, clear-skinned and with more energy than usual. I've been getting about seven portions of fruit and veg a day, and from now on, I'll definitely be more imaginative when it comes to planning meals, looking into veggie options instead of using meat as the focal point.

I must admit though, I did miss the taste of meat once or twice. Which is why, the morning after my challenge finished, I started my day with a juicy bacon sandwich. Naughty, yes, but very nice.

Mouth of the South

STAR of Mock The Week and 8 Out of 10 Cats, Rob Beckett, will be bringing his new comedy show to the Hazlitt Theatre, Maidstone.

Mouth Of The South will take place on September 9 at 8pm - with issues including flatbread and Kit Kats up for discussion. Tickets are £14.

To book you can visit, www.parkwood-theatres.co.uk

Secret love in musical

WITH an Oscar-nominated score that includes hits such as Secret Love and The Black Hills of Dakota, Calamity Jane will be making its way to the Assembly Hall Theatre, Tunbridge Wells.

The musical stars Jodie Prenger, whose previous West End credits include Oliver! and Spamalot, and Tom Lister, of Emmerdale. The show runs from July 28 to August 1. To book, call 01892 530613.

Magna Carta explored

THE UK's leading constitutional historian will give a talk on the Magna Carta at the Folkestone Quarterhouse.

David Starkey, known for his forthright views, will talk about the 13th century agreement and the way that it limited the power of the monarch for the first time.

The talk will be taking place on June 12 at 7pm. For tickets, call the box office on 01303 760750.

Johnny Cash tribute

A SHOW celebrating the career of music legend Johnny Cash will be performed in Bromley next month.

The Johnny Cash Roadshow will be at the Churchill Theatre on June 24 at 7.30pm.

The hit tribute show is fronted by singer and songwriter Clive John and he is joined on stage by The Spirit Band.

Tickets start at £21.90. To book, visit www.atgtickets.com/bromley

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Last call for gardeners to enter the 2015 Kent Life Garden of the Year and Primary School competition

HOW is your garden looking this year? Pretty special? Then why not show it off to other readers and enter the Kent Life Garden of the Year or Primary School competition and be in with a chance of winning some fabulous prizes and full coverage in your favourite glossy lifestyle county magazine.

The closing date for entries is 12 June 2015

Eight finalists will then be selected and visited by the judging panel, headed up by award-winning garden designer and plantsman Roger Platts, after the closing date.

All finalists' gardens will be photographed by Kent Life between 19 June and 2 July.

All finalists will be invited to a celebratory high tea held in a marquee at Hadlow College on September 17, 2015, where the winners and runners-up will be announced after a delicious afternoon tea and a chance to explore Broadview Gardens.

Prizes:

Two first-prize winners, one per category, will each receive:

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Six runners up (four adult and two primary school) will each receive:

- £100-worth of garden vouchers from Coolings Garden Centre, Knockholt
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VICTORY: Children at Whitstable and Seasalter Endowed Church of England School, the winners of Primary School Garden of the Year 2014

Criteria

The judges will look at the overall design, planting, maintenance and an owner or school gardening club's strong connection and involvement with the garden.

For children, are there any cross-curricular activities related to the garden, any eco or sustainable plans you can tell the judges about?

Kent Life regrets that photos and sketches cannot be returned and that by submitting them you are agreeing to their use in Kent Life and its associated websites and publications.

Entries from previous years, apart from the winners, are warmly welcomed

How to enter

You can enter online at: <http://www.kentgardenawards.co.uk>

www.kentgardenawards.co.uk, where printable posters are also available to download.

Or send an email with your entry and digital images to: sarah.sturt@kent-life.co.uk

Or post a hard copy and photos to: Kent Life, Kent House, 81 Station Road, Ashford TN23 1PP

Don't forget to include:

- Your full name, address, telephone (landline and mobile) and email address
- Category you are entering
- 4 to 8 pictures of your garden (they can have been taken last year)
- A plan of your garden (optional, but very useful)
- A bit about yourself/ves and your garden and your personal connection with it



ELEGANT: Prue Seddon's classic garden won amateur garden of the year in 2014

AS a man who has lovingly cared for, cosseted and cajoled a plethora of plants into looking their best for the RHS Chelsea Flower Show, you might think that gardening guru Andy McDoe might be a little dismissive of some of our old garden stalwarts.

Yet this year, as as Hillier Nurseries MD Mr McDoe designs and stages a stand for his 25th time in the Great Pavilion, he's banging the drum for some of our better recognised plants which have flourished in our gardens for years.

With a 70th consecutive gold in its sights, Hillier has opted not to release new plant introductions at the show, but instead to shine a spotlight on the reliable, favourite plants from every corner of the world.

"The performance of a show plant at Chelsea is a good indication of its durability in the garden," says Mr McDoe. "If it stays in good condition during preparation, transport to London, staging and for the week of the show, whatever the weather, it will stand up to most things in a garden."

His choices include Physocarpus opulifolius 'Diable d'Or', a wonderful foliage shrub with arching branches and red-brown leaves, Phormium cookianum, with its bold architectural forms and exotic colours, and Agapanthus, the Blue lily or African lily is a wonderful summer blooming perennial that loves a sunny border or a pot on the patio.

"The boundaries have become more blurred between what is a patio plant



VETERAN: Andy McDoe has exhibited at the show for over two decades

Time's most enduring plants

and what is a long-term garden plant, what's going to give you years of good service and what's going to give you a summer of colour," he explains.

"Often, plants that you see at Chelsea looking great haven't necessarily been given normal garden conditions to grow in. They've been cosseted, they've been protected. That doesn't mean they are bullet-proof."

Plant fashion doesn't necessarily mean longevity, he continues. "At the moment there's quite a lot of interest in coprosmas and lophomyrtus because they've got colourful leaves and are very attractive from a foliage point of view. But they're not necessarily lasters. Some of the highly coloured variegated hebes vary in their performance so if you take something like

'Heartbreaker', it may be very appealing but it's not the toughest.

"After a reasonably average winter it's going to look pretty rough. I never think it's worth planting anything that just survives. I want to have things that thrive.

"Other hebe varieties like 'Frozen Flame' are very good plants which should thrive. Look at the plants

which have been around for a few years. Quite often when plants are newly introduced they won't have been trialled to the same extent as some of the old, reliable varieties you've seen for many years.

"Most of us are looking for those good, hard-working garden plants which do their stuff and give us a long season of interest."

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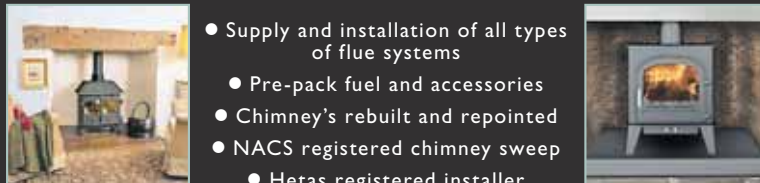
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 Gourmet Sunday Roast
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SOMETHING FOR EVERYONE



**BANK HOLIDAY
SUNDAY
24TH MAY**

Wristbands £5 each
Doors open at 8pm

Smart dress | Over 21s

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www.pavilionbroadstairs.co.uk
 or call 01843 600999

CHARLES DICKENS
PUB, KITCHEN & DINING ROOM

The Charles Dickens is one of the largest pubs in Broadstairs, serving great pub food downstairs as well as the excellent Copperfields restaurant upstairs with mouth watering menus and views of Viking Bay not to be missed. Enjoy yourself this Bank Holiday at the Charles Dickens with events to entertain you and food and drink not to be missed.

Book now
www.charlesdickensbroadstairs.co.uk
 or call 01843 603040



Widely renowned as one of the best seafood restaurants in Kent, the Harbour Restaurant boasts stunning panoramic views over Viking Bay. If seafood isn't for you take advantage of the extensive menu which includes mouth watering dishes from around the world.

Book online at
www.tartarfrigate.co.uk
 or call 01843 862013
 and enjoy yourself this Bank Holiday!



Located on the cliff top over looking Kingsgate Bay. The Captain Digby is the perfect venue for couples or families. There are loads of activities to keep the kids happy including indoor and outdoor play areas.

**Book online to avoid disappointment
this Bank Holiday**
www.captaindigby.co.uk
 01843 867764



The best local food and home from home

If it's a relaxing night in luxurious hotel accommodation, a quality home cooked meal in a top restaurant, or a night out with live music, friends and family, then the George Hotel is the place to come.

Dating back to the early part of the 15th century, the George Hotel is an oak beamed, traditional coach house and reputed to be Ashford's oldest Inn.

Located in the market town of Ashford which sits in the heart of rural Kent, The George Hotel is ideally placed in the centre of the town, the perfect base from which to explore the natural beauty of the county's historic cities and towns, beaches and rural settings.

We offer a 14 room bed and breakfast, a traditional restaurant, and a live music bar every Friday and Saturday night.

Our rooms create a 'home from home' atmosphere offering a choice



of accommodation, ranging from a single person room to our larger family room, some with en-suite facilities and all with TV and tea and coffee making facilities.

We also have our 40 cover function room available for family gatherings, or business meetings.

In our kitchen we take great pride in using locally-sourced fresh



produce.

All our menu is created in-house using traditional methods and making every dish from local ingredients.

Our chef has more than a decade of experience in kitchens globally and each individual dish is born out of the respect of using the finest ingredients.



This allows us to create the best flavours in all our dishes.

Our waitress service restaurant is the perfect setting for dining with family and friends.

Why not pop in for an Italian Aroma coffee served in traditional Barista-style from our Gaggia coffee machine? Our bar area also offers a selection of cask conditioned ales,

world renowned lagers and a relaxing friendly atmosphere.

We couple modern techniques with traditional pub cuisine for breakfast and lunch.

We will also be introducing new and exciting takeaway menus, business lunches and themed nights here at The George Hotel.

Ashford International train station is within five minutes walk where the High Speed rail link can whisk you into London in just 37 minutes.

If you're travelling by car, the Eurotunnel terminal is just 10 minutes from the hotel.

It offers an ideal opportunity to visit France in just 35 minutes.

Or why not travel to Dover Port in just 20 minutes where ferries to France can also be found.

More information can be found online at www.thegeorgehotelashford.co.uk.

The Ship has winning recipe

THE SHIP Hotel in New Romney offers customers a range of services.

The historic pub, which dates all the way back to the 15th century, enjoys a heated outside area as an extension of the indoor pub, so drinkers can enjoy the fresh air.

There is a conservatory area for a more sheltered drink, as well as the main pub and lounge area.

The lounge offers all the hallmarks of a traditional pub, and proudly displays original features, such as the brick fireplace. Perfect for a cosy drink!

On top of these areas, there is a lovely restaurant, which can seat up to 70 diners and doubles as a large function room.

Also every Sunday why not come down and enjoy the carvery?

You can try from an extensive range of carvery offerings, or try out the new and improved menu, sourcing locally produced products, guaranteed to get your taste buds tingling.

Visit The Ship at 83 High Street, New Romney, TN28 8AZ, or call on 01797 362776. You can drop us a line at theshiphotelandrestaurant@gmail.com.



THE SHIP: New Romney



MOUTHWATERING: Googies' burgers are well-known locally

Famous burgers and steaks with all day classic dining options too

GOOGIES is famous for its burgers and use of exclusive, local, free range, grass fed Dexter Beef. Offering brasserie-style food and moving seamlessly from early morning coffee and cake, breakfast light brunch/lunch to serving up an excellent dining and cocktail bar experience, all meals are catered for. Situated in the centre of Folkestone's

Old Town, a short stroll the harbour, the locals constantly rave about the mightily impressive quality of the food.

The restaurant offers a comfortable setting for dinners and the menu is built around a selection of interesting burgers, including, gluten free and vegetarian options.

The ever changing special weekend menus, give the opportunity for the talented chefs to really show off their

skills. The melt in the mouth Dexter steaks are probably the best that one will ever find anywhere.

There is a wide range of fine wines on offer as well classic cocktails made by experienced staff. The coffee is sourced from small batch roasters.

Googies is at 15 Rendezvous Street, Folkestone, CT20 1EY. Call 01303 246188 or visit www.googiesart-cafe@yahoo.co.uk.

CHEF RECOMMENDS

The George Hotel

68 High Street, Ashford,
TN24 8TB
Telephone: 01233 625512
Website: www.thegeorgehotelashford.co.uk

Starter: Crispy mixed leaves, mortadella, salami, pepperoni, fresh mozzarella, olives basil and spicy red wine Vinaigrette

Main: Pan seared Salmon served with asparagus, rocket, tomato, and cous cous salad drizzled with a lemon dressing.

Dessert: Mint chocolate brownie served with vanilla ice cream, mixed summer berries and fresh mint

The Ship

83 High Street, New Romney, TN28 8AZ
Telephone: 01797 362 776
Website: www.the-ship-hotel.co.uk

Starter: Grilled sardine bruschetta with homemade tomato relish, garlic oil and a watercress salad

Main: The herdsman burger, homemade 1/2 lb beef steak burger

Dessert: Strawberry shortbread with fresh whipped, sweet vanilla cream

Dunkerley's

19 Beach Street, Deal, CT14 7AH
Telephone: 01304 375016
Website: www.dunkerleys.co.uk

Starter: Pancetta over saffron veloute

Main: Kingsdown Fillet of Sea bass pan fried with a red pepper essence & crispy Broccoli

Dessert: Orange Soufflé, with a lemon grass ice cream

your say...

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 81 Station Road, Ashford,
 TN23 1PP
Email:
 editorial@kosmedia.co.uk
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 @kosmedia

Please include your name and address, although these will be withheld in exceptional circumstances, and a daytime phone number for verification (this will not be published). We reserve the right to edit all letters.

Fight plans to close our A&Es

FURTHER to the article in KoS last week referring to the crazy idea to move the William Harvey A&E to Canterbury, I have very recent experience of that department.

My mother, 97, was taken in exactly two weeks ago after a fall in her care home.

We arrived at 1pm and the department was reasonably quiet, but that soon changed. She had to spend a total of 10 hours on a trolley, after five of those hours she still had not had her wounds dressed or had a name wrist band fitted; this was only done after I had complained to staff.

After an X-ray she was found to have fractured a bone in her pelvis.

We were then told that there were no beds available. So to get round the rules they brought a bed down and put it in a cubical and she spent the night in A&E.

What a way to treat an elderly person, or anyone come to that.

I must say I do not blame the staff, they are overworked and the department is not big enough, it should be at least double the size.

I always said the hospital was not going to cope with the 100,000 increase in the population of Ashford by 2030 caused by unsustainable building, but they obviously cannot cope now.

So this latest plan is completely unviable, how many people will die on the way to Canterbury?

Mick Carr,
 Ashford

Do they think of us in rural areas?

THE closure of the A&E departments in Ashford and Margate must be fought tooth and nail.

The prospect of getting to Canterbury by public transport especially if you have children and no access to a car is frightening. An ambulance having to ferry people from outlying areas to Canterbury could mean the ambulance being tied up for hours.

Waiting times at A&E now is more than the four hours which is the target.

We need more A&E not fewer and more minor injury units especially across areas like the Romney Marsh where public transport is not readily available. If the patient then needs to be hospitalised people will have to travel miles to see their loved ones.

I urge everybody to write to their MP stating that this is a cut too far

LETTER OF THE WEEK

No decision without your input on A&E

OVER the last couple of weeks, our local papers have carried worrying headlines about the possibility of the east Kent hospitals trust changing emergency care and, perhaps, centralising the most high-risk procedures in one centre.

We chair the clinical commissioning groups (CCGs) for east Kent which have the job of planning and paying for most local health services. Our aim is to make sure that everyone in our areas who needs healthcare receives safe, high-quality care.

This is in a context where GPs, nurses and consultants are a limited resource; the NHS in east Kent does not always find it easy to recruit despite the advantages of our part of the world; demand for healthcare, especially for frail elderly people, continues to grow; and money is tight.

Nonetheless, in the past two years, since the CCGs came into being, we have made real strides.

We appreciate the constraints on East Kent Hospitals University NHS Foundation Trust (EKHUFT); care is increasingly specialised, requiring dedicated teams of doctors and nurses who must treat enough cases to maintain their skills; the move to seven day working by the NHS means more clinicians are needed to cover weekends; all NHS organisations must spend taxpayers' money in the most efficient way; and, of course, the over-riding principle is that services they provide must be safe.

EKHUFT is very clear that no change is not an option that is clinically or financially sustainable in the long term. So, over the next few months, we will be working with the trust and with you to explore how services can best be delivered for the

and will put people in danger. Most medical professionals will tell you the 'golden' hour following a heart attack or stroke is the be all and end all for saving a person's life, and who can guarantee that you will make it to A&E in that first hour if these departments are closed?

These decisions are being made by people who live and work in London a few streets away from large hospitals, not in rural areas where



future and what the options are.

We can assure you that no decision has been taken behind the scenes. What lies ahead is a genuine process of working together to come up with the best solution for the people of east Kent, so you know you will get safe, high-quality care.

It may not be fully understood that EKHUFT can only go out to consultation if we give it the green light. As the commissioners, we hold the purse strings for east Kent and we will give the go-ahead to consultation only if we are convinced its proposals are clinically sound, safe and will achieve an improvement in care.

As GPs, we are all absolutely committed to the welfare of local people. We, like you, want to see the very best care for our population and a health system for east Kent that works now and for the future.

Dr Navin Kumta, clinical chair, NHS Ashford CCG; Dr Darren Cocker, clinical chair, NHS South Kent Coast CCG; Dr Mark Jones, clinical chair, NHS Canterbury & Coastal CCG, Dr Tony Martin, clinical chair, NHS Thanet CCG

transport is already a problem.

Pat Stewart,
 New Romney

Cops must keep lost property

WITH regard to your article on lost property not being handled by police from June (Kos, last week), for

routine lost property all the police have ever done is record it and keep it for a month.

If the police do not wish to store lost property, all they need do is record it in the public interest as part of the normal traditional police service role in society.

What is worrying is a growing arrogance from our police and the so-called public service in general. Changes such as these are made virtually without public consultation. Police officers rarely deal with lost property as police stations are manned by civilian staff.

Kent police are using the power of 'cuts' to stop services not affected. The police no longer have a sense of public duty and are no longer part of the community.

All the police need to do is restore the lost property book and stop being so arrogant and remember that, at least in theory, they are public servants.

Graham Wanstall,
 Dover Town Council

Don't let us lose this vital service

IT IS totally and utterly absurd idea that Kent Police are now refusing to take lost property. By telling people to use social media instead, so they can be the owner of any valuable lost, isn't a particularly good idea.

So many aren't au fait with modern technology. It will soon lead to crime with some many people stealing what they have found in order to sell it, or keep it, without any thought for the person or persons who have lost it forever.

Which is why Kent police should think again about abandoning the idea.

Rosie Johnston,
 Igtham

Gay letter was 'inspirational'

HOW refreshing to read John Humphrey's inspirational letter regarding homosexuality (Kos, 10.05).

He has stood his ground and remained strong, helped by prayer and the Bible. Two other writers have let themselves down badly, referring to this as 'nonsense'. To them I will say never try to undermine anyone else's faith either intentionally or otherwise.

Christianity is suffering serious persecution in today's world – regrettably aided and abetted by this country.

Mary McNulty,
 Brenchley

KOS 10 GUIDING PRINCIPLES

AS part of our commitment to providing the best service to you, we have produced our 10 guiding principles

The way KoS will create our unique and compelling content is to follow these 10 principles:

Kent on Sunday will:

1) Be available in every postcode in Kent.

2) Be fair, accurate and balanced.

3) Be written in clear, concise English.

4) Not be overly sensational.

5) Have a sense of humour.

6) Have an easily understood division between news, comment and advertising.

7) Seek to celebrate as well as constructively criticise.

8) Highlight topical issues of concern to people living in the county.

9) Spotlight individual cases which raise broader concerns.

10) Champion causes that it feels are important to the well-being of the county and its people.

We hope you enjoy Kent on Sunday.



Sunrise over the Thames

by **Wayne Howe,**
Gravesend

If your picture is printed on this page you will receive an any-duration **Dover-Calais return crossing** for a car and up to five passengers, valid for a year, courtesy of...



To see your photograph printed, email editorial@kosmedia.co.uk, or post it to **Archant KOS Media, Images of Kent, Kent House, 81 Station Road, Ashford, TN23 1PP**. Be sure to include your name, address and a contact telephone number. Unfortunately we cannot return any prints, and please do not send negatives. Note: all digital images must be no less than 200dpi.

Made in Chard, Somerset

Silver horseshoe on leather strap by Hiho Silver, £60
Sterling silver whip bracelet by Hiho Silver, £175



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Education & Training Advertiser's announcement



Counselling training

OUR counselling training programmes offer a clear progression route from Level 2 introductory skills training through to the Level 3 Counselling Skills certificate and then on to a professional qualification in Counselling at Diploma Level 4.

The Personal Development workshops dovetail with our Diploma training programme to ensure that trainees have the opportunity to develop their self-awareness in tandem with the professional knowledge.

All of our courses are accredited by 'ABC awards' a government approved awarding body. Bedonwell Counselling is an organisational member of the BACP and we work within their ethical framework for good practice.

We offer training courses from our dedicated centre based in the Creative Quarter in Folkestone. We are easily accessible for people travelling by car and rail.

You are very welcome to make an arrangement to visit our highly regarded centre at any convenient time and discuss the training programme that is most appropriate for you, and our next open day is on July 4.

To register a place at our next induction and to receive further details about the event, please complete an application form for the course you think is most appropriate, by visiting our website www.bedonwellcounselling.co.uk or call us on 01303 244141.

Wellesley for more than just education

WELLESLEY House headmaster Simon O'Malley and his wife, Katy, have been at the helm of this successful boarding prep school since 2006.

With a flurry of recent press articles underlining the pressure on school places now and in the years ahead, they are more determined than ever to help parents find the best school for their child.

This is not a decision that should be taken lightly – choice of school can continue to have an impact years down the line.

Mr O'Malley said: "Too often I hear the lament that parents wish they had known about a chosen school sooner, or about the scholarships and bursaries that can bring an excellent education within reach.

"We hold an annual scholarship identifying academic or sporting potential in children aged seven to nine years. We also look at musical talent. Joining the independent sector at prep level not only gives a child the best possible start, but means you will have expert help through the next stage of schooling where competition for places can be fierce.

"At Wellesley, we guide our parents as much as our pupils through the steps involved and help ensure that every child achieves their potential."

Nominated Best Prep School Runner up in the



prestigious Tatler School Awards 2014, Wellesley House has been preparing children for the UK's top public schools for almost 150 years.

Full boarding is a speciality, but weekly and day options are also popular, with useful day bus routes to help busy parents.

COUNSELLOR TRAINING

Award in Counselling Concepts
9 weeks starts Sept

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2 years part time starts Sept

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Our Open Day is Saturday 4th July 11am-2.30pm

Apply on-line or call us to find out more

- Accredited Ofqual qualifications
- Training centre in Folkestone
- Flexible payment plans

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Education & Training Advertiser's announcement

Shape your future at college

FINISHING your GCSEs this year?
You don't have to stay at school!

Want to know your options?

Come to West Kent and Ashford Colleges Information Evening on June 24, 2015.

West Kent and Ashford Colleges offer a fantastic range of Further Education courses.

From Hair Design to Motor Vehicle Engineering, Catering to Performing Arts and much more.

We offer fantastic learning environments, with state-of-the-art facilities, purpose-built workshops and studios; including television, radio, recording and rehearsal studios.

At West Kent and Ashford Colleges you'll learn in specialist facilities built for all course areas, whether its science, art, construction or catering, performing arts, hair and beauty or motor vehicle.

You'll also learn from the best, our teaching staff are expert and dedicated and you'll use the latest equipment so that you can gain real commercial experience.

With strong employer links we aim to offer the best preparation for work or further studies.

Qualifications range from Founda-



FOCUSED: The decisions you make about your future are important – so make sure you have all the information

tion level to Degree so if you're thinking about what to do next, you have many different pathways to choose from, including apprenticeship.

West Kent and Ashford colleges are part of the Hadlow Group – our aim is to give all of our students the very best preparation, be it a chosen career

path or further studies.

Hadlow College is Kent's only Ofsted 'outstanding' college and we have over 80 years' experience of delivering excellence in education.

At our colleges we put student's educational attainment at the heart of what we do.

We're proud of the success of our students and work to inspire them to excel in whatever their chosen career path.

Come and see what we can offer, visit our open evening on June 24 from 4.30pm to 7.30pm. You can meet the staff and tour our facilities.

Come and see what we can offer you at West Kent and Ashford Colleges, part of the Hadlow Group.

You can find out more information by visiting our websites at www.ashford.ac.uk or www.westkent.ac.uk.



Finishing your GCSEs this year?

You don't have to stay at school!

Want to know your options? Come to West Kent and Ashford Colleges Information Evening 24th June 2015



West Kent and Ashford Colleges offer a fantastic range of Further Education courses. From Hair Design to Motor Vehicle Engineering, Catering to Performing Arts and much more.

We offer Fantastic learning environments, with state of the art facilities, purpose built workshops and studios; including television, radio, recording and rehearsal studios. At West Kent and Ashford Colleges you'll learn in specialist facilities built for all course areas, whether its science, art, construction or catering, performing arts, hair and beauty or motor vehicle. You'll also learn from the best, our teaching staff are expert and dedicated and you'll use the latest equipment so

that you can gain real commercial experience. With strong employer links we aim to offer the best preparation for work or further studies. Qualifications range from Foundation level to Degree so if you're thinking about what to do next you have many different pathways to choose from, including apprenticeship. West Kent and Ashford colleges are part of the Hadlow Group our aim is to give all of our students the very best preparation, be it a chosen career path or further studies. Hadlow College is Kent's only Ofsted 'outstanding' college and we have over 80 years' experience of delivering excellence in education. At our colleges we put student's educational attainment at the heart of what we do. We're proud of our students success and inspire them to

excel in whatever their chosen career path.

Come and see what we can offer, visit our open evening on the 24th June from 4.30pm to 7.30pm. You can meet the staff and tour our facilities.

West Kent and Ashford Colleges, part of the Hadlow Group For course selection you can find out on the websites – www.ashford.ac.uk and www.westkent.ac.uk



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0845 207 8220 www.westkent.ac.uk Tonbridge, Brook Street, Tonbridge, Kent TN9 2PW | Tunbridge Wells, Kingstanding Way, Tunbridge Wells, Kent TN2 3UP

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4-star Rhine in Flames & Moselle River Cruise

By Rail or Air • Cologne, Koblenz, Cochem, Zell, Rudesheim & Boppard
22 September, 2015 • 8 days full board-plus, from **£999pp** • Quote: RN9-KOS



Free Drinks
Private Charter

Join us for a scenic, fun-packed cruise on board the **4-star mps Rembrandt Van Rijn** taking in Cologne, Koblenz, Cochem, Zell, Rudesheim and Boppard, where you'll see the Rhine in Flames festival. Originally held to celebrate the grape harvest, this spectacular pyrotechnics show also features an illuminated flotilla of riverboats. Also enjoy the Boppard Wine Festival featuring wines from local vineyards, live music and entertainment. **INCLUDED:** Escorted throughout abroad • Return rail travel from St Pancras to Brussels with coach transfer to Cologne or return flights with luggage from a choice of UK airports - supp't may apply • 7-night full-board cruise sharing a twin bed, main deck rear cabin - upgrades available • Beer, wine by the glass, and soft drinks served at lunch and dinner and from 6pm to midnight at the bar • Entertainment • Transfers abroad • GN Host and Cruise Director on board

Secret Citadelle to Christmas Markets River Cruise

By Rail or Air • Dinant, Liege, Maastricht, Aachen, Valkenburg & Brussels
24 November, 2015 • 5 days full board-plus, from **£529pp** • Quote: TC11-1-KOS



Free Drinks
Private Charter

Join us for a relaxing river cruise starting in the picturesque town of Dinant, located on the Meuse River and home to an impressive citadel. Sailing past scenic landscapes onto Namur, with its beautiful 17th and 18th-century architecture. We visit two exceptional Christmas Markets: Aachen in Germany, with a visit to the Lindt Chocolate Factory Outlet and Valkenburg in Holland, with its unique Christmas Caves. We also visit Brussels, the Belgian capital with its famous Christmas market and Grand Place. **INCLUDED:** Escorted throughout • Return rail travel from St Pancras or Ebbsfleet to Brussels or return flights from a choice of UK airports - supp't may apply • 4-night full board cruise on the mps Princess sharing a twin outside rear cabin on Main Deck - upgrades available • Beer, wine & soft drinks served at lunch & dinner and from 6pm to midnight at the bar • Entertainment • Transfers abroad • GN Host and Cruise Director on board • Captain's Dinner and Pirate Fancy Dress Party

Germany & Belgium Christmas Markets River Cruise

By Rail or Air • Maastricht, Aachen, Antwerp, Bruges & Brussels
1 December, 2015 • 4 days full board-plus, from **£429pp** • Quote: TC12-1-KOS



Free Drinks
Private Charter

Join us for a fun-packed river cruise visiting four wonderful Christmas markets including Aachen in Germany which is transformed into a paradise of lights and colours with its festive market in the town square; beautiful Bruges with its wonderful festive atmosphere and historic charm; Maastricht home of world-famous musician Andre Rieu and Brussels with its festive market and majestic Grand Place. **INCLUDED:** Escorted throughout • Return rail travel from St Pancras or Ebbsfleet to Brussels or return flights from a choice of UK airports - supp't may apply • 3-night full board cruise on the mps Princess sharing a twin outside rear cabin on Main Deck - upgrades available • Beer, wine & soft drinks served at lunch & dinner and from 6pm to midnight at the bar • Entertainment • Transfers abroad • GN Host and Cruise Director on board • Captain's Dinner and Pirate Fancy Dress Party



Rhine & Moselle River Cruise by Rail or Air

Andernach, Cochem, Boppard, Rudesheim, Koblenz & Konigswinter
2 October, 2015; 10 July & 28 August, 2016
8 days full board, from **£699pp** • Quote: RH/RL-KOS

Join us for a relaxing river cruise taking-in the majestic Rhine and Moselle Valleys where we visit Andernach, Cochem, Boppard, Rudesheim, Koblenz and Konigswinter. Travel by rail or air to join the cruise in Cologne. Our river cruiser, the **MV Prinses Christina**, will host you in comfort and style including breakfast, lunch, dinner and late snacks.

INCLUDED: Escorted throughout • Return rail travel from London St Pancras or Ebbsfleet to Brussels with coach transfer to Cologne or return flights with luggage from a choice of UK airports to Cologne - supp't may apply • 7-night full-board cruise sharing a twin bed outside cabin on Cabin Deck - upgrades available • Transfers abroad

Dutch Bulbfields & Amsterdam River Cruise

By Rail or Air • Amsterdam, Hoorn, Volendam, Keukenhof & Amsterdam
25 April, 2016 • 5 days full board-plus, from **£599pp** • Quote: BD4-KOS



Free Drinks
Private Charter

Join us on this exclusive river cruise on board the **MV Prinses Christina**. A visit to Holland in springtime is a mesmerising feast for the senses as the gardens and fields are full to bursting with tulips, daffodils, hyacinths, spring flowering shrubs and plants. The highlight of this cruise is an included visit to Keukenhof Gardens with its magnificent floral displays. There is time to explore the canals, museums and flower markets of Amsterdam, plus Volendam and Hoorn.

INCLUDED: Escorted throughout • Return rail travel St Pancras or Ebbsfleet to Amsterdam OR return flights with luggage from a choice of UK airports - supp't may apply • 4-nights full board cruise sharing a twin bed outside cabin on Cabin Deck - upgrades available • Beer, wine by the glass, and soft drinks served at lunch and dinner and from 6pm to midnight at the bar • Visit to Keukenhof Gardens • Transfers abroad

Three Countries Christmas Markets River Cruise

By Rail or Air • Maastricht, Valkenburg, Liege, Monschau & Brussels
28 November, 2015 • 4 days full board-plus, from **£429pp** • Quote: TC11-2-KOS



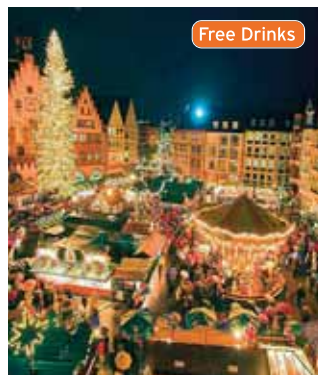
Free Drinks
Private Charter

Join us for a fun-packed cruise sailing between historic Maastricht in Holland, and Liege in Belgium. Included excursions take in Germany's delightful Monschau, a picturesque town nestled in the hills, with a wealth of quaint shops, romantic old streets and a small yet beautiful Christmas market. We also visit the Dutch 'Christmas town' of Valkenburg with its unique Christmas market caves, and Brussels.

INCLUDED: Escorted throughout • Return rail travel from St Pancras or Ebbsfleet to Brussels or return flights from a choice of UK airports - supp't may apply • 3-night full board cruise on the mps Princess sharing a twin outside rear cabin on Main Deck - upgrades available • Beer, wine & soft drinks served at lunch & dinner and from 6pm to midnight at the bar • Entertainment • Transfers abroad • GN Host and Cruise Director on board • Captain's Dinner and Pirate Fancy Dress Party

5-star Rhine Christmas Markets River Cruise

By Rail or Air • Cologne, Strasbourg, Mainz & Mannheim
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By Steve Loader
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**MODERN DAY
COUNTERPART:**
the new look DS5 will
launch 'DS' as a brand



IN A SUITABLE SETTING: the original DS is celebrating 60 years

Goddess celebrates 60th

BRAND UPDATE: As the original 'de esse' celebrates her birthday, Citroën has finally officially acknowledged that 'DS' will become a brand in its own right...

CITROËN wowed the motoring world in 1955 when it used the Paris motor show to unveil the original DS model. The big saloon's sleek aeronautically inspired lines and advanced hydro-pneumatic self-levelling suspension persuaded 743 people to place orders within 15 minutes – 12,000 had followed suit by the end of the day.

It also helped that this elegant new car's designation DS was a neat pun – 'de esse' also means goddess in French.

Fast-forward to 2010 and the compact hatchback DS3 that revived the prefix had had an equally galvanizing effect upon the sales and image of Citroën.

As with the original, eye-catching design has been key: a blanked out section of the centre side pillar gives the impression that the roof is floating – more so if the roof section is picked out in a different colour or a decal.

Customers also get access to a huge customisation catalogue.

An equally dazzling Cabrio model followed and while the DS3's bigger sisters – the DS4 and 5 – have been less successful, it came as no surprise that the 60th anniversary of the original DS model also heralded official acknowledgement of



**THE CAR THAT REVIVED A
GODDESS:** the DS3 supermini

an badly kept secret: that 'DS' would become a brand in its own right.

Citroën itself will continue to offer the value and innovation for which it has always been famous, while erstwhile rival and latter day owner cum sister brand Peugeot courts more upmarket clientele, leaving the new independent DS brand to go after the premium market

currently dominated by German marques.

The first 'proper' DS will be an even sleeker facelifted DS5, which has had its suspension re-modelled to deliver a more even-handed handling and ride quality.

However, DS models will continue to be sold by Citroën dealers, albeit in posh branded zones within the showrooms – at least for now.

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12 62	Vauxhall Astra 1.4 i VVT 16v Exclusiv 10,703 miles	£9,845
13 13	Vauxhall Astra 1.6 i VVT 16v Exclusiv 36,382 miles	£9,400
13 13	Vauxhall Astra 1.6 i VVT 16v Exclusiv 35,150 miles	£9,436
13 63	Vauxhall Astra 1.6 i VVT 16v Energy 9,713 miles	£10,411
11 61	Vauxhall Astra 1.6 i VVT 16v Sri 21,173 miles	£8,751
14 64	Vauxhall Astra 1.6 i VVT 16v Sri 11,106 miles	£11,344
14 64	Vauxhall Astra 1.6 i VVT 16v Sri 10,627 miles	£11,363
12 12	Vauxhall Astra 1.6 VVT 16v Sri 4,610 miles	£10,675
11 11	Vauxhall Astra 1.7 CDTi ecoFLEX 47,310 miles	£8,056
13 13	Vauxhall Astra 2.0 CDTi 16v SE 16,382 miles	£11,339
11 61	Vauxhall Astra 2.0 CDTi 16v Sri 23,909 miles	£9,496
13 13	Vauxhall Astra 2.0 CDTi 16v Sri 7,805 miles	£11,046
12 12	Vauxhall Astra GTC 1.4 i Turbo 17,348 miles	£9,839
12 12	Vauxhall Astra GTC 1.4 i Turbo 26,120 miles	£10,437
13 63	Vauxhall Astra GTC 1.4 i Turbo 12,279 miles	£11,089
14 64	Vauxhall Astra GTC 1.4 i Turbo 1,001 miles	£13,952
13 63	Vauxhall Astra GTC 2.0 CDTi 16 15,476 miles	£12,821
14 14	Vauxhall Astra GTC 2.0 CDTi 16 9,201 miles	£14,268
12 12	Vauxhall Corsa 1.2 i 16v Limit 20,983 miles	£8,114
13 13	Vauxhall Corsa 1.2 i Energy 3DR 8,596 miles	£7,578
11 11	Vauxhall Corsa 1.4 i 16v SE 5DR 14,508 miles	£7,120
11 61	Vauxhall Corsa 1.4 i 16v SE 5DR 36,090 miles	£7,396
12 12	Vauxhall Corsa 1.4 i 16v SE 5DR 8,990 miles	£7,868
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 15,304 miles	£8,906
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 12,356 miles	£8,990
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,872 miles	£9,000
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,622 miles	£9,000
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,765 miles	£9,000
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,408 miles	£9,016
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 8,965 miles	£9,094
14 14	Vauxhall Corsa 1.4 i 16v Sri 12,448 miles	£9,122
14 14	Vauxhall Corsa 1.4 i 16v Sri 10,494 miles	£9,173
14 14	Vauxhall Corsa 1.4 i 16v SXi 15,595 miles	£8,788
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14 64	Vauxhall GTC 2.0 CDTi 16v Sri 13,975 miles	£15,132
13 63	Vauxhall Insignia 1.8 i VVT SR 19,519 miles	£11,219
12 62	Vauxhall Insignia 2.0 CDTi 16v 40,563 miles	£10,857
14 14	Vauxhall Insignia 2.0 CDTi eco 15,161 miles	£14,118
12 62	Vauxhall Meriva 1.3 CDTi 16v T 20,451 miles	£10,300
12 12	Vauxhall Meriva 1.4 i 16v Excl 10,547 miles	£7,490
12 12	Vauxhall Meriva 1.7 CDTi 16v E 8,391 miles	£7,889
11 61	Vauxhall Meriva 1.7 CDTi 16v E 6,453 miles	£7,911
14 64	Vauxhall Mokka 1.4 T Turbo 16v 16,216 miles	£16,071
14 14	Vauxhall Mokka 1.4 T Turbo 16v 6,473 miles	£16,500
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 15,441 miles	£15,672
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 14,951 miles	£15,698
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 14,654 miles	£15,707
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12 12	Vauxhall Zafira 1.6 i VVT 16v 14,213 miles	£9,304
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12 12	Vauxhall Zafira 1.7 TD ecoFLEX 19,556 miles	£9,250
11 61	Vauxhall Zafira 1.8 i VVT 16v 16,921 miles	£9,177
13 63	Vauxhall Zafira 1.8 i VVT 16v 9,823 miles	£10,598
13 63	Vauxhall Zafira 1.8 i VVT 16v 10,953 miles	£11,000
14 14	Vauxhall Zafira 1.8 i VVT 16v 11,891 miles	£12,318

Audi		
12 12	AUDI A1 1.6 TDI, Sport Sportback, 25,437 miles	£12,500
12 62	AUDI A3 1.6 TDI SE 3DR, 22,179 miles	£14,000
12 12	AUDI A5 2.0 TFSI S Line 3DR, 34,733 miles	£19,000
BMW		
13 63	BMW 1 Series 1.6 114i Urban Sp, 7,592 miles	£15,500
13 63	BMW 1 Series 1.6 114i Sport Sp, 9,995 miles	£15,840
14 14	BMW 1 Series 2.0 116d Sport Sp, 2,447 miles	£16,000
12 12	BMW 1 Series 2.0 120d M Sport, 24,333 miles	£15,000
12 62	BMW 3 Series 2.0 318d SE 4DRr 14,243 miles	£17,000
12 12	BMW 3 Series 2.0 318i SE 2DR 12,011 miles	£15,500
11 11	BMW 3 Series 2.0 320d SE 2DR 20,153 miles	£18,200
13 13	BMW 3 Series 3.0 330d BluePerf, 32,459 miles	£25,000
Chevrolet		
11 11	Chevrolet Spark 1.0 LS 5DR, 36,471 miles	£4,000
13 13	Chevrolet Spark 1.2 LTZ 5DR, 31,622 miles	£5,346
13 13	Chevrolet Spark 1.2 LTZ 5DR, 28,677 miles	£5,417
13 13	Chevrolet Spark 1.2 LTZ 5DR 28,591 miles	£5,422
Citroen		
11 61	Citroen Berlingo Multispace 1, 15,326 miles	£8,200
11 61	Citroen Berlingo Multispace 1, 21,794 miles	£8,776
12 62	Citroen C3 Picasso 1.6 VTI Exc, 9,303 miles	£9,129
12 12	Citroen C4 1.6 e-HDi Airdream, 25,300 miles	£8,381
13 13	Citroen DS5 2.0 HDi DStyle 5DR, 35,539 miles	£12,883
13 13	Citroen DS5 2.0 HDi DStyle 5DR, 30,407 miles	£13,197
11 61	Citroen Grand C4 Picasso 1.6 H, 24,964 miles	£11,379
Dacia		
14 14	Dacia Duster 1.5 dCi Laureate 16, 769 miles	£10,600
Ford		
3 63	Ford Focus 1.6 Ti-VCT Zetec 5DR 13,384 miles	£8,966
14 14	Ford Focus 1.6 Ti-VCT Zetec 5DR, 10,576 miles	£9,211
12 62	Ford Focus 1.6 Ti-VCT Zetec 5DR 11,387 miles	£9,214
12 12	Ford Focus 1.6 Ti-VCT Zetec 5DR 7,537 miles	£9,596
12 12	Ford Focus 1.6 Ti-VCT Zetec 5DR 7,021 miles	£9,624
12 12	Ford Focus 1.6 Ti-VCT Zetec 5DR 6,143 miles	£9,637
11 11	Ford Focus 1.6 Zetec 5DR 18,438 miles	£9,670
11 11	Ford Focus 1.6 Zetec 5DR 18,438 miles	£7,617
13 63	FORD FOCUS TITANIUM, 11,59 miles	£13,003
13 13	Ford Galaxy 2.0 TDCi Titanium, 46,810 miles	£14,412
13 13	Ford Galaxy 2.0 TDCi Titanium, 46,120 miles	£14,460
14 14	Ford Kuga 2.0 TDCi Titanium X 21,689 miles	£21,275
Hyundai		
12 62	Hyundai i10 1.2 Style 5DR, 36,678 miles	£5,593
14 14	Hyundai i20 1.2 Style 5DR 3,510 miles	£8,965
14 64	Hyundai i30 1.6 CRDi Active 5D 6,566 miles	£13,978
12 62	Hyundai ix35 1.6 GDi 16v Style 8,446 miles	£12,416
13 13	Hyundai ix35 1.7 CRDi 16v Prem 26,977 miles	£14,387
Infiniti		
12 62	Infiniti M 3.5 V6 GT Premium 4DR 17,364 miles	£21,000
13 63	Infiniti Q50 2.2 TD Premium 4DR 10,637 miles	£21,500
14 64	Infiniti Q50 2.2 TD Sport 4DR 4,300 miles	£26,700
14 14	Infiniti Q50 3.5 S Hybrid AWD 8,785 miles	£32,000
15 15	Infiniti Q50 3.5 S Hybrid AWD 1,001 miles	£36,000
14 64	Infiniti Q70 3.5 GT 4DR Hybrid 1,001 miles	£27,500
14 14	Infiniti QX70 3.0 TD S AWD 5DR 10,016 miles	£31,000
Kia		
12 12	Kia Soul 1.6 GDi 15dr 15,406 miles	£7,880
11 61	Kia Sportage 1.7 CRDi 3 2WD 5DR 71,479 miles	£13,085
12 12	Kia Sportage 1.7 CRDi 3 2WD 5DR 12,598 miles	£16,484
12 62	Kia Sportage 1.7 CRDi 3 2WD 5DR 14,567 miles	£17,069
Mercedes-Benz		
14 14	Mercedes-Benz B Class 1.5 B180 1,001 miles	£19,000
12 12	Mercedes-Benz B Class 1.8 B180 19,704 miles	£14,553
12 12	Mercedes-Benz B Class 1.8 B180 17,295 miles	£17,000
10 60	Mercedes-Benz C Class 1.8 C180 38,171 miles	£12,000
11 61	Mercedes-Benz C Class 2.1 C220 51,648 miles	£17,000
12 62	Mercedes-Benz SLK 2.1 SLK250 C 13,547 miles	£19,000

MG		
14 14	MG MG3 1.5 VTI-Tech 3Form Spor 2,563 miles	£7,471
14 64	MG MG3 1.5 VTI-Tech 3Form Spor 1,001 miles	£7,800
14 64	MG MG3 1.5 VTI-Tech 3Form Spor 1,001 miles	£7,800
14 64	MG MG3 1.5 VTI-Tech 3Form Spor 1,754 miles	£7,800
14 64	MG MG3 1.5 VTI-Tech 3Time 5DR 1,001 miles	£7,500
MINI		
14 64	MINI Hatch Cooper 1.5 (s/s) Co 1,000 miles	£17,138
11 61	MINI HATCH COOPER 3,044 miles	£10,231
Nissan		
12 62	Nissan Juke 1.5 dCi Tekna 5DR 49,427 miles	£10,461
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12 62	Nissan Juke 1.6 16v Acenta 5DR 6,448 miles	£10,094
13 13	Nissan Juke 1.6 16v Acenta 5DR 15,744 miles	£10,400
12 12	Nissan Juke 1.6 16v Acenta Pre 26,069 miles	£10,117
13 13	Nissan Juke 1.6 16v Visia 5DR 18,396 miles	£9,649
11 61	Nissan Note 1.5 dCi Tekna 5DR 16,398 miles	£7,519
13 13	Nissan Note 1.6 16v N-Tec+ 5DRr 5,900 miles	£8,600
13 13	Nissan Note 1.6 16v N-Tec+ 5DR 7,731 miles	£8,686
12 12	Nissan Qashqai 1.5 dCi N-Tec 5 33,185 miles	£12,576
12 12	Nissan Qashqai 1.5 dCi N-Tec 5 20,456 miles	£13,111
13 13	Nissan Qashqai 1.5 dCi N-Tec 5 20,456 miles	£11,876
11 61	Nissan Qashqai+2 1.6 Acenta 5DR 22,307 miles	£11,246
11 61	Nissan Qashqai+2 2.0 dCi Tekna 50,296 miles	£15,424
13 63	Nissan X-Trail 2.0 dCi N-Tec+ 19,381 miles	£19,800
Peugeot		
13 13	Peugeot 107 1.0 12v Active 5DR 26,071 miles	£5,616
13 13	Peugeot 107 1.0 12v Active 5DR 23,177 miles	£5,676
13 13	Peugeot 107 1.0 12v Active 5DR 21,117 miles	£5,713
11 61	Peugeot 207 1.6 HDi FAP Allure 13,490 miles	£7,560
12 12	Peugeot 3008 1.6 e-HDi FAP Spo 43,621 miles	£8,952
11 61	Peugeot 3008 1.6 e-HDi FAP Spo 22,362 miles	£9,194
Renault		
14 14	Renault Captur 1.5 dCi ENERGY 15,520 miles	£12,148
13 63	Renault Clio 1.2 16v Dynamique 18,523 miles	£8,843
11 11	Renault Clio 1.2 16v i-Music 3 22,474 miles	£5,253
11 61	Renault Megane 1.5 dCi Eco 3DR 28,113 miles	£7,300
Seat		
12 12	Seat Exeo 2.0 TDI DPF SE 4DR 16,881 miles	£10,537
12 12	Seat Leon 1.2 TSI SE Copa 5DR 29,195 miles	£8,988
13 63	Seat Leon 1.6 TDI SE5DR (star 22,198 miles	£10,825
Skoda		
12 62	Skoda Octavia 1.4 TSI Elegance 18,955 miles	£12,269
Smart		
14 14	Smart fortwo 1.0 MHD Passion S 7,621 miles	£8,361
Subaru		
14 64	Subaru Forester 2.0 D X 5DR 1,001 miles	£21,500
08 08	Subaru Legacy 2.0 D R5DR 66,650 miles	£7,111
13 63	SUBARU LEGACY SE (Lineartronic 1,063 miles	£19,800
14 64	Subaru Outback 2.0 D SX Linear 7,439 miles	£25,000
14 64	Subaru XV 2.0 D SE Premium 5DR 1,300 miles	£21,483
15 15	Subaru XV 2.0 i Lineartronic 5 1,001 miles	£21,750
Suzuki		
14 14	Suzuki Swift 1.6 Sport 3DR (Na 11,402 miles	£11,088
Toyota		
12 12	Toyota Verso 1.6 V-Matic T2 5DR 22,954 miles	£10,263
12 12	Toyota Yaris 1.33 VVT-i TR 3DR 19,052 miles	£7,000
12 12	Toyota Yaris 1.33 VVT-i TR 5DR 54,399 miles	£6,780
Volkswagen		
11 61	Volkswagen Golf 1.6 TDI Match 33,466 miles	£10,746
Volvo		
15 15	Volvo V40 1.6 TD D2 R-Design 5 10,734 miles	£16,500

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4x4 ability wrapped in family practicality

Posh yet affordable new Jeep models like the Cherokee and Renegade uphold battlefield heritage of the famous 4x4 brand, writes **Steve Loader...**

IT TOOK a while, but consumers now recognise that they don't have to have a 4x4 lookalike that actually has four-wheel drive.

The Noughties recession and soaring oil prices helped of course, on top of greater eco-awareness.

But what if you still need decent yet affordable off-road ability wrapped up in a family size car? It would seem that Jeep – America's 4x4 star – has the best answer with the latest generation Cherokee (from £26,110) and an all-new budget model, the Renegade (from £16,995).

Both are available with front-wheel drive, but Jeep – true to a 4x4 heritage born on Second World War battlefields – has ensured there are affordable all-wheel drive versions that can still hack it off-road.

But I recently drove the 140bhp diesel in 4x4 format and was impressed too by its high speed refinement – not something you expected from previous Cherokees.

At the other extreme – a twisty rural lane – it showed decent grip and a modest yet well-controlled lean on the bends.

Jeep has targeted the same blend of serious 4x4 clout and on-road practicality with the Renegade, aimed at recruiting younger



customers who might later upgrade to other Jeep models.

It's Jeep's first entry into the small SUV cum crossover sector dominated by Nissan's Qashqai and Juke, with other key rivals being the Skoda Yeti and Vauxhall Mokka.

The potential edge for the Renegade is Jeep's 4x4 image – high-

lighted by the long-running Jeep Wrangler – and availability from £16,995 for the front-wheel drive only 1.6-litre eTorq Evo 110hp Sport.

Even the highly specified 2.0-litre MJet 170hp 4x4 Auto Low Trailhawk flagship model costs just £27,995 and brings 17-inch alloys, dual-zone climate control, underbody protec-



tion, heated front seats and steering wheel, leather upholstery and rear parking sensors.

Interestingly though, for this all-American brand, the Renegade is the first model in the brand's history to be built in Italy – home of Jeep's modern day parent Fiat.

It is also the first vehicle from the

Jeep Renegade 1.6-litre eTorq Evo 110hp Sport

Price:	from £16,995
Driving appeal:	★★★
Image:	★★★★
Space:	★★★★
Value:	★★★★
Running costs:	★★★★
How green?:	★★★★
Best rival:	Skoda Yeti

new Fiat Chrysler Automobiles conglomerate to be developed jointly by Italian and American designers and engineers; not so strange though when you remember that Fiat's small Panda 4x4 has long been revered for its own off-road prowess.

Naturally, Jeep claims the newcomer is the right size for both city and countryside, offering best-in-class interior roominess, good on-road dynamics and supreme off-road capabilities in 4x4 form. It has a five-star Euro NCAP safety rating too and is the first in class to offer a nine-speed automatic transmission.

The car is also distinctively 'Jeep' with its round headlamps, signature seven-slot grille and trapezoidal wheel arches.

Can it conquer like the original though? We wait to see.

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Representative example

FIAT 500 POP 1.2 69hp					
On the Road Price	£10,690	Amount of Credit	£8,691	Optional Final Payment (incl. £10 fee)	£4,512
Fiat Deposit Contribution	£1,000	Duration of Contract	37 months	Total Amount Payable by Customer	£10,155
Customer Deposit	£999	Monthly Payments	£129	Rate of Interest (Fixed)	2.25%
Representative 2.3% APR					



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THE ITALIAN CROSSOVER

FIAT 500X HAS ARRIVED



Representative example

FIAT 500X 1.4 140HP MULTIAIR POP STAR			
On the Road Price	£17,595	Optional Final Payment (incl. £10 option fee)	£7,259
Fiat Deposit Contribution	£500	Total Amount Payable by Customer	£18,422
Customer Deposit	£3,999	Duration of Contract	37 months
Amount of Credit	£13,096	Rate of Interest (Fixed)	4.26%
36 Monthly payments	£199	Representative 4.3% APR	



panda

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Representative example

Panda Pop 1.2			
On the Road Price	£9,375	Amount of Credit	£6,416
Customer Saving†	£1,450	Optional Final Payment (inc. £10 fee)	£2,289
Offer Price	£7,925	Total Amount Payable by Customer	£7,521
Fiat Deposit Contribution	£1,400	Duration of Contract (months)	48
Customer Deposit	£109	Rate of Interest (fixed)	5.73%
Monthly Payment	£109	Representative 5.8% APR	



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OFFICIAL FUEL CONSUMPTION FIGURES FOR JEEP RENEGADE RANGE MPG (L/100KM): EXTRA URBAN 48.7 (5.8) – 70.6 (4.0), URBAN 32.1 (8.8) – 51.4 (5.5), COMBINED 40.9 (6.9) – 61.4 (4.6), CO₂ EMISSIONS: 160 – 120 G/KM. Model shown Jeep Renegade 1.6 MultiJet II 120 hp Sport incl. Special Pastel Paint at £500. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/ regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Promotion available on new Renegade models registered by 30th June 2015. Introductory Launch Contribution only available in conjunction with Jeep Horizon PCP or Jeep Hire Purchase. With Jeep Horizon you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 10,000 miles per annum in this example) and being in good condition. Finance subject to status. Guarantees may be required. Terms and Conditions apply. At participating Dealers only. Jeep Financial Services, PO BOX 4465, Slough, SL1 0RW. We work with a number of creditors including Jeep Financial Services. Jeep® is a registered trademark of Fiat Chrysler Automobiles US LLC.



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14/64 Mirage 2 5dr 1.2, delivery miles, Blue.....	£9995	£8995	£1000
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12/12 ASX 4 1.6, 27,000 miles, Black.....	£13000	£12750	£250
13/63 ASX 4 Auto, 40,000 miles, Black.....	£17500	£17000	£500
13/13 ASX 3 1.8, 7,000 miles, Red.....	£14500	£14000	£500
07/07 Shogun SWB, 70,000 miles, Black.....	£11000	£10750	£250
05/05 Grandis 2.4 Auto, 72,000 miles, Blue.....	£5000	£4600	£400
06/06 Grandis 2.4 Auto, 65,000 miles, Silver.....	£5500	£5250	£250

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10/10 Discovery 4 HSE, 55,000 miles, Blue.....	£26500	£26000	£500
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08/58 Kuga Titanium, 80,000 miles, Grey.....	£9995	£9495	£500
10/10 Citroen DS3, 56,000 miles, Black.....	£7500	£7300	£200
11/11 Mini Cooper D, 24,000 miles, Black.....	£8500	£8250	£250
11/61 Toyota Aygo 5dr, 33,000 miles, Grey.....	£7000	£6250	£750

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15/15 Outlander PHEV, 2,000 miles, Grey.....	£33954	£29995	£3959
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15/15 L200 Assassin, 500 miles, Black.....	£27995	£24995	£3000

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Economical MOTORING

By Steve Loader

Going 'eco' is economical too

ELECTRIC or maybe hydrogen-powered cars might be motoring's future, but the practicality and infrastructure for either is some way off.

Which leaves us making the best of what we've got now - the internal combustion engine.

And it's had a makeover since global warming was identified: power and economy have soared, while CO2 emissions have come fallen - you can be ecological and economical at the same time.

It makes you wonder why carmakers didn't do all this before - perhaps some legislative boots up the rear end did the trick?

Anyway, it means that large family cars and MPVs are now capable of an average fuel consumption close to where superminis were just a few years ago, and it isn't all to do with the engine either; low rolling resistance tyres, lighter oils, better aerodynamics and weight-saving techniques all help modern eco-friendly cars eke out every increasingly expensive litre of fuel, while lowering emissions.

It is timely too that some carmakers have pioneered hybrid cars, marrying ultra-efficient piston engines with electric



SAVE IN STYLE: versions of the Renault Captur crossover have an official combined fuel consumption of 76.3mpg

motors, to deliver the best of both worlds. Meanwhile, standalone electric vehicles are coming on: prices are

coming down - the Government also chips in a £5,000 grant - and the range between charges is climbing as battery

technology rises.

Apart from fuel prices and eco worries, the Government is also persuading us to downsize into smaller and cleaner cars through tougher road tax bandings ranging from zero to £505/year.

The ceiling can be even higher in year one, when buying a new 'gas guzzler' model attracts a £1,100 hit via the so-called 'showroom tax'. Mind you, anyone who can afford a luxury model with that kind of thirst surely won't be put off by extra outlay like that - echoes of "let them eat cake".



HAVE YOUR CAKE AND EAT

IT: a small turbocharged petrol engine makes Alfa Romeo's MiTo TwinAir sporty yet economical

Fiat with



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Fuel consumption figures for Fiat 500 range in mpg (l/100km): Urban 49.6 (5.7) - 64.2 (4.4); Extra Urban 65.7 (4.3) - 91.1 (3.1); Combined 58.9 (4.8) - 76.3 (3.7). CO₂ emissions 113 - 90 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results. *Finance subject to status. Guarantees may be required. Fiat Financial Services PO BOX 4465, Slough, SL1 0RW. The servicing plan includes three annual services, authorised service stamps and any product or software update. This plan includes all the parts, labour and fluids required to perform the service schedule created for your car. *Fixed price telematics insurance from Carrot Insurance subject to status. Underwritten by Zurich Insurance plc. Promotion available for customers aged 18 to 30, on new Fiat 500 1.2 hatchback models (excluding limited editions). Excess mileage charges apply. The package consists of two separate Fiat Financial Services agreements with a blended representative 3.9%APR. The first agreement is a Fiat i-Deal PCP agreement with the servicing plan included; this is a three year agreement at representative 2.4% APR. The second agreement is a personal loan for the insurance; this is a one year agreement which will be renewed annually for 3 years at representative 9.49%APR, subject to status. Terms and conditions apply. Go to www.fiat500withinsurance.co.uk for full details. We work with a number of creditors including Fiat Financial Services.

Petrol stages a fight back against diesel

DIESEL has been the wonder fuel of the past decade or so. Once associated only with trucks and taxis, it now powers luxury cars and even sports models.

New diesel cars have also overtaken petrol as the first choice with UK buyers; the switch was encouraged by cheapness of the fuel, greater mpg and the better low down pulling power of the engines, plus their ability to meet tightening emissions legislation.

However, diesel fuel now commands an increasing premium against petrol and there are doubts whether the engines can continue to meet ever-tougher emission laws, especially with attention turning to the diesel's NOX (Nitrous Oxides) emissions – a major contributor to city smog and respiratory problems.

Meanwhile, petrol power has hit back with smaller, lighter and cleaner engines with turbocharging for extra flexibility.

As the vehicle downsizing trend gathers pace, petrol makes great sense on small cars anyway because the engines are usually much lighter than diesel equivalents, making them nimbler and nicer to drive as well as easier on front-end mechanicals and tyres.

As you go up the scale in size



OR MAYBE ELECTRIC?: Renault's little Zoe electric supermini has won a string of awards – looks chic too

DIESEL OR PETROL?: you can have either with the versatile Fiat Panda – one of the great eco motors

though, it might seem better to go for a diesel, though a new generation lightweight turbocharged petrol engine might be just as effective.

The key is to tot up your likely mileages over the years that you own the car – the diesel may be more economical, but price at the pumps and the extra cost of buying the new vehicle might make the petrol a

better bet.

Or you could hedge those bets with a hybrid. The technology partners conventional engines with electric units.

Or you could go the whole hog and buy electric; range between charges might be an issue, but there is no cheaper power source if you mainly do local hops and shops.



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Official fuel consumption figures for the MiTo & Giulietta range: Urban 28.8 – 64.2 mpg (9.8 – 4.4 l/100km); Extra Urban 53.3 – 97.4 mpg (5.3 – 2.9 l/100km); Combined 40.4 – 80.7 mpg (7.0 – 3.5 l/100km). CO₂ emissions 162 – 90 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions.

*Models shown: MiTo 1.4 78 hp Progression at £13,235 OTR including Alfa Red Paint at £475 based on Personal Contract Hire, with an initial rental of £2,980 followed by 47 monthly rentals of £149. Giulietta 1.4 TB 120 hp Progression at £18,960 OTR including Alfa Red Paint at £510 based on Personal Contract Hire, with an initial rental of £4,179 followed by 47 monthly rentals of £199. Rentals shown above include VAT and exclude maintenance and are based on 6,000 miles per annum. Excess mileage charges apply. Vehicles must be registered by 30th June 2015. Promotion subject to status. A guarantee may be required. Alfa Romeo Contract Hire, PO BOX 4590, Slough, SL1 0WL.

Simple steps can help with eco savings

EVEN the most miserly of new cars cannot deliver the best savings unless there's help from the owner and driver.

So, slash pounds off your motoring bills by smarter driving and journey planning.

Avoid short journeys; a cold engine wastes fuel and can produce 60 per cent more pollution than a warm one, while short trips incur extra servicing and wear the engine faster.

If you must drive, then drive off immediately rather than idling the engine. It will warm up faster, use less fuel and pump out less CO₂. In winter, this also helps the car heater warm faster, though windscreens must be fully defrosted before setting off.

Other moneysavers are:

- Plan your route to save strain on car and driver. Take the most direct route – a sat nav can help – and go off peak if possible. If you commute, think about car sharing. 'Park and Ride' bus schemes or other public transport.

- Have your vehicle serviced regularly. Neglected engines reduce fuel economy by ten per cent or more. Catalytic converters clean emissions, but only when properly maintained.

- Check tyres. Under-inflated tyres



BOX CLEVER: intelligent gearchanges can make cars like this Fiat 500 TwinAir even more miserly

need replacing more often (itself an environmental problem), are dangerous and waste fuel. Check pressures weekly.

- Obey speed limits to save money and stay legal. 'Feather' the throttle as you reach cruising speed; 55mph uses 25 per cent less fuel than 70mph and a smoother driving style saves fuel.

- Accelerate briskly without racing the engine. Pulling away too fast uses up to 60 per cent more fuel. Intelligent gearchanges at modest engine speeds can save up to 15 per cent in fuel.

- Reduce drag. Remove roof racks and carriers when not in use. Open windows cause drag and lower fuel economy. Remove unnecessary and heavy boot luggage and accessories and wide tyres that add rolling resistance. Air conditioning costs



MAINTAIN IT: even an efficient hatchback like this Alfa Romeo Giulietta is cheaper to run if service are kept up

fuel, so try to use the fan and vents unassisted.

- Think ahead. There is no point rushing and then having to brake

suddenly.

- Be a tank miser. Why fill the tank to the brim and carry more weight than is necessary?

- Avoid zero mpg. If you don't have auto stop/start, turn off the engine after two minutes to save fuel and emissions if stuck in a jam.

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This post is subject to an enhanced DBS check.

Contact Details

Tel: 01795 477475 Fax: 01795 479461 | Email swa@westlands.kent.sch.uk
 Trust Principal: Mr J Whitcombe MA | Headteacher: Mr S Cox MA

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- Good IT Skills
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- Experience in the health sector desirable

Interviews for this role will be held on 9th June 2015

To discuss this opportunity, or to arrange an informal visit, please contact: Danielle Edwards, Business Office Supervisor, on 01304 245955 or Danielle.edwards@spencerhospitals.com

Medical Audio Typist/ Admin Support - Margate

Full time Hours: 37.5 per week Closing date: 05/06/2015
 Salary: £17,597.25 per annum

Qualifications

- Maths and English GCSE A*-C or equivalent
- Previous Medical Audio Typing and experience working in a medical environment
- Excellent IT skills (Word, Excel)
- Excellent Customer Service Skills

Interviews for this role will be held on 11th June 2015

To discuss this opportunity, or to arrange an informal visit, please contact: Julie Pain, Administration Supervisor, 01843 234558 or Julie.pain@spencerhospitals.com

Medical Secretary - Margate

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- Excellent Customer Service Skills
- 2 years' experience working in a medical environment
- Excellent IT skills (Word, Excel)

Interviews for this role will be held on 12th June 2015

To discuss this opportunity, or to arrange an informal visit, please contact: Julie Pain, Administration Supervisor, 01843 234558 or Julie.pain@spencerhospitals.com

For a job description and application form please visit www.spencerprivatehospitals.com/careers

Alternatively, please contact Justine Whittle, HR Assistant
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You will be responsible to the Headteacher for leading and developing the business and financial strategies of the school, whilst leading an efficient and effective range of support services to underpin the key function of the school.

You will be a member of the Senior Leadership Team and contribute significantly to the continuous improvement of the school's key processes as a leader in the school. With a proven track record of leadership, with at least three years' experience in middle management and holding a recognised management qualification, you will lead all support service areas and have overall management responsibility for: Office Administration, Finance, Human Resources, Premises and Facilities, Housekeeping Services and ICT Infrastructure.

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You will also be encouraged and supported to extend your skills and knowledge by undertaking further studies, including the Diploma of School Business Management, for which a review of salary would be considered.

If you would like to join our team and help us to continue to transform the lives of these children and their families, please contact us. Working at Bradstow will be challenging and you will need to be committed to the needs of the young people and the school. In return we offer you a highly rewarding and satisfying career which will both develop your skills and prepare you for senior and/or specialist leadership posts as your career develops - with quite a bit of fun thrown in as well!

For an application form and information pack please email personnel@bradstow.wandsworth.sch.uk

Please note that CVs will not be considered.

Applications should be received by midnight, Thursday 4th June 2015

We welcome visits to the school prior to your application, and a relocation package may be available to the right candidate.

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BRADSTOW SCHOOL

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(including weekends – more hours available) – **Term time only**, plus 2 weeks*

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To provide additional support a cover within either the classrooms or residences.

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***For these roles there will also be up to a maximum of two weeks for the school's respite care provision if required, for which extra payment would be paid.**

For all posts we look for candidates who are mature, warm, creative and open to learning with a patient and caring attitude to deal sensitively with vulnerable children.

We are committed to sustainability and preserving the environment and therefore encourage applications by email, so for an application form and information pack please email personnel@bradstow.wandsworth.sch.uk.

Or you may call 01843 608727 (24 hour recruitment answer machine).

Please note that CVs will not be considered.

The closing date for all applications is midnight Thursday 11th June 2015.

LEGAL AND PUBLIC NOTICES

HIGHWAYS ACT 1980 – SECTION 116
STOPPING UP OF LAND AT SITTINGBOURNE
INDUSTRIAL PARK, EUROLINK WAY,
SITTINGBOURNE

I AM GIVING NOTICE THAT The Kent County Council as Highway Authority for the County of Kent propose to make an application to the Magistrates' sitting at Maidstone Magistrates' Court on 9 July 2015 at 14:00 for an Order under Section 116 of the Highways Act 1980 to extinguish highway rights on the grounds that they are unnecessary on land at Land at Sittingbourne Industrial Park as edged red on the plan on deposit.

A copy of the draft order and the plan referred to are on deposit, and can be seen during normal office hours, at the main reception of The Kent County Council at Sessions House, County Hall, Maidstone, Kent ME14 1XQ.

Any person to whom this Notice has been given or who uses the highway specified or who would be aggrieved by the making of the Order may appear before the Magistrates' Court to raise an objection or make a representation on the application. Any person intending to appear before the Magistrates' Court at the hearing of the application is requested to inform Charlotte Morgan GCILEx by post to Legal Services, The Kent County Council, Sessions House, County Hall, Maidstone, Kent ME14 1XQ, by email charlotte.morgan2@kent.gov.uk, or by telephone 03000 416689 before 29 June 2015 quoting reference number LS/21/103074/419.

If you require further information or would like to discuss this matter, please contact Charlotte Morgan GCILEx using the contact details shown above.

JOHN BURR
DIRECTOR OF HIGHWAYS AND TRANSPORTATION

Traffic Schemes & Member
Highway Fund
Ashford Highway Depot
Henwood Industrial Estate
Javelin Way
Ashford
Kent TN24 8AD



Licensing Act 2003:

Application to vary Premises Licence

Notice is hereby given that **Oliver Stevens** has applied to the Tunbridge Wells Borough Council on **5th May 2015** to vary the premises licence for **The Velo House, 5, St Johns Road, Tunbridge Wells, Kent TN4 9TN**

In respect of pre-booked or pre-arranged events only that may be held on a Friday or Saturday to

1. Permit the sale the alcohol daily from 08.00 – 00.30
2. Permit provision of late night refreshment from 23.00 – 00.30
3. Permit the premises remain open from 08.00 until 01.00

The application can be viewed at the offices of the Licensing Authority, The Town Hall, Tunbridge Wells, Kent TN1 1RS between 9.00 a.m., and 4.00 p.m. Monday – Friday (except public holidays) or by visiting www.sevenoaks.gov.uk/Licensing and following the link to the public register.

Any person who wishes to make a representation in relation to this application must give notice in writing to the above local authority of his/her representation by **10th June 2015 (28 days the day after the application is received by the licensing department)** stating the grounds for making said representation.

The Licensing Authority must receive representations by the date given above. Representations must relate to one or more of the four licensing objectives: THE PREVENTION OF CRIME AND DISORDER, PUBLIC SAFETY, THE PREVENTION OF PUBLIC NUISANCE, AND OR THE PROTECTION OF CHILDREN FROM HARM.

It is an offence, under section 158 of the Licensing Act 2003, to knowingly or recklessly make a false statement in or in connection with an application for premises licence and the maximum fine on being convicted of such an offence is £5000.

Stephen Thomas LAW, Solicitors for the Applicant,
8, Grassmere, Leybourne, Kent ME19 5QP





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Women Seeking

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BLONDE female, 5ft 11ins, size 12, likes meals out, drinks, nights in, walks, seeks male. Tel No: 0906 515 7112 Box No: 409025

DISCREET lady, 42yrs wants to make you happy, come to me and let me do that for you. ACA. Tel No: 0906 500 1915 Box 409091

JAN 63, young at heart, petite, 5ft 2ins, brown hair, blue eyes, GSOH, likes cooking, countryside, travel, days out, seeks easy going male, 60-70. Tel No: 0906 515 7112 Box No: 416349

JANINE 36, faithful, sincere, will never stray seeking similar male. Tel No: 0906 515 7112 Box No: 414629

GORGEOUS flower, Ashford Kent, 51, larger lady, large personality, easy going, seeks male who likes dogs, animals for relationship. Tel No: 0906 515 7112 Box No: 417435

SOPHIA young 40yrs, married but bored, seeks discreet adult fun, any area, all calls answered. Tel No: 0906 500 1912 Box 413399

KATIE, 5ft 5, slim dark hair, very attractive female, likes most things in life and a good laugh, looking for a similar male. Text only to Mailbox No: 472217

ADVENTUROUS sexy lady, 38yrs, married but seeks no strings fun with discreet man, any area. I'm tall, slim and dominant. ACA. Tel No: 0906 500 1913 Box 415301

NICE female looking for decent genuine male for friendship to start out with. Text only to Mailbox No: 4710874

ANNE, mid 40s, cheerful busy career affectionate real woman! Seeks gent, any age or looks for nights at mine. Tel No: 0906 500 1914 Box 410291

ALISON 39, petite with long brown hair, hazel eyes, very loving, seeking similar male for an uncomplicated relationship. Tel No: 0906 515 7112 Box No: 416517

ALISON 30, pretty, slim with long brown hair, fit and active seeks fit older male for energetic relationship. Tel No: 0906 515 7112 Box No: 416497

DEBORAH 41, intelligent brunette, lovely brown eyes, discreet, many interests, seeks similar male to share fun and good conversation. Tel No: 0906 515 7112 Box No: 416515

ATTRACTIVE black, athletic lady, varied interests, seeks similar white, old fashioned, genuine male for relationship. Tel No: 0906 515 7112 Box No: 416215

MAY sexy black African female, 38, hardworking, seeks genuine friendly male for mutual rewarding friendship. Tel No: 0906 515 7112 Box No: 416211

BLONDE female, 47, looking for fun, sensual, experienced, understanding, seeking similar. Tel No: 0906 515 7112 Box No: 416575

TARA, confident lady, long legs, long hair, seeks a saucy man of any age for daytime, no strings fun. Tel No: 0906 515 4693 Box 414701

ATTRACTIVE lady early 50s, petite, Scandinavian blonde professional, WLM professional, caring gent, 50-60s for attention and future together. Tel No: 0906 515 7112 Box No: 416569

JAN 63, young at heart, petite, 5ft 2ins, brown hair, blue eyes, GSOH, likes cooking, countryside, travel, days out, seeks easy going male, 60-70. Tel No: 0906 515 7112 Box No: 416349

PETITE blonde, blue eyes, very feminine and sensual seeks younger male for friendship and discreet fun. Can accommodate. Tel No: 0906 515 7112 Box No: 416077

SARAH 29yr old pretty slim single mom of one, interesting, lively, good fun, enjoys nights in/out, music, seeking similar easy going, genuine, honest man/dad to get to know. Tel No: 0906 515 7112 Box No: 415841

ANGIE attractive nurse 39yrs, new to area/advertising, likes dog walking, being sociable, meals in/out, WLM honest, fun male for possible ltr. looks unimportant. Tel No: 0906 515 7112 Box No: 415827

LISA attractive petite Filipino female, very lonely, wanting to find love, companionship and to be happy, looking for friendship and more. Tel No: 0906 515 7112 Box No: 415549

SUE 65, 5ft 8ins, blonde hair, fashionable, smoker, GSOH, enjoys meals out, travel, animals, WLM kind, shyish man for friendship, maybe more. Thanet area. Tel No: 0906 515 7112 Box No: 415735

INTELLIGENT funny guy without a huge ego required for damaged heart. Casey 39, size 10, curves in all the right places, pretty, kind, loving, genuine, romantic and available. Tel No: 0906 515 7112 Box No: 415509

BLACK lady 43, sincere, down to earth, fun loving, likes theatre, cinema, meals out, walks, seeking white gent with GSOH, sincere and down to earth. Tel No: 0906 515 7112 Box No: 415477

JENNY voluptuous blonde tanned well-presented female, enjoys being and giving pampering, cooking, cosy nights, looking for some broadminded excitement. Tel No: 0906 515 7112 Box No: 415399

SUE young at heart, good looking, enjoy life, socialising, beach walks, gardening, theatre, seeking male, 55-65 to share life with. Tel No: 0906 515 7112 Box No: 416171

JACKIE 32, attractive professional, very smart and feminine, long brown hair, seeks smart, confident, older male who knows how to treat a lady. Tel No: 0906 515 7112 Box No: 416297

BECKY 23, classy blonde, long blonde hair, blue eyes seeks loving older guy to spoil and pamper her. Discretion assured/guaranteed. Tel No: 0906 515 7112 Box No: 416233

LINDA 26, cheeky, curvy brunette, a little shy at first, likes to look after herself, seeks dark haired male for discreet naughty but fun times. Tel No: 0906 515 7112 Box No: 416195

TERESA 39, petite, cuddly and bubbly seeks kind older male to travel, have fun, and take care of, pamper and flirt with. Tel No: 0906 515 7112 Box No: 416081

LUCY stunning tall brunette, looking for exciting times, seeks like-minded, adventurous male who is willing to try anything once or maybe even twice! Tel No: 0906 515 7112 Box No: 416079

PAT blonde blue eyed curvy, cuddly female, attractive, likes swimming, gardening, holidays, my job/home, looking for happiness with quiet content grounded male. Tel No: 0906 515 7112 Box No: 415533

MANDY 35, petite attractive slim female with very GSOH, likes to keep fit, meals in/out, WLM genuine child friendly guy/dad for fun times together. Tel No: 0906 515 7112 Box No: 415513

JACKIE very pretty leggy well-mannered/educated 28yr old female, loves nights in/out, sports, WLM sincere male up to 35yrs for friendship, hopefully ltr. Tel No: 0906 515 7112 Box No: 415377

JOYCE 39, attractive GSOH, loves nights out, honest, loyal, fun to be with, looking for mature male for adult companionship, meals out and hopefully more. Tel No: 0906 515 7112 Box No: 415561

NICOLETTE 32 petite professional attractive black female looking for similar hardworking white male who like me loves life and is serious about finding a LTR. Tel No: 0906 515 7112 Box No: 415545

Men Seeking

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GARETH handsome 40's pilot, strong tall build, seeks daytime discreet passion with lady 30-65. Tel No: 0906 515 7112 Box No: 414421

KIND, tall, medium build, smart, easy going widower, 71 WLM Lady 60s early 70s, for easy going friendship OHAC. Text only to Mailbox No: 4641218

MALE, attractive, kind, loyal, gentle, no ties, looking for kind, gentle, small lady for friendship and LTR. Text only to Mailbox No: 471124

DOVER male 54 seeks female for friendship, conversation and maybe more. Text only to Mailbox No: 4682630

STU 52, looking for a sincere woman to share the long winter nights with. Text only to Mailbox No: 4609904

MALE blond hair, blue eyes, seeking female with GSOH, 45-60. Tel No: 0906 515 7112 Box No: 416445

CARING man enjoys going out, looking for someone to take out and have a laugh and to share some nights in! Text only to Mailbox No: 4736191

ED, retired Essex guy, astute & wise, N/S, no ties, with looks & humour seeks younger female needing life's mentor/ltr. Text only to Mailbox No: 4485189

GENUINE fun sexy healthy guy 55, with no ties, looking to date attractive lady 45/57 for fun times and more. Text only to Mailbox No: 4717147

LOCAL Sevenoaks man, seeks local lady for fun and friendship, maybe more. Tel No: 0906 515 7112 Box No: 417127

MALE 46, wishes to meet female of similar age for fun, friendship, maybe more. Tel No: 0906 515 7112 Box No: 415923

PETE 49, slim, 5ft 7in s, smoker, creative, likes art, live bands, outdoors, seeks similar female for LTR. Tel No: 0906 515 7112 Box No: 416421

HARRY 50, ex soldier, 6ft, well built, seeking lady to wine and dine. Tel No: 0906 515 7112 Box No: 417015

BARRY divorced, 6ft, well built, seeking fun time girl for good times. Tel No: 0906 515 7112 Box No: 412717

JACK 47, tall, good looking, average build, GSOH, seeks slim, broad minded female, any age for discreet no strings fun. Tel No: 0906 515 7112 Box No: 416567

KEEN cyclist 58, non competitive, seeks similar female for sea wall, countryside ride, walking etc for fun, laughs and whatever. Tel No: 0906 515 7112 Box No: 413337

FEMALE pillion passenger sought for motor cycle rides / adventures and anything else good/bad. Any age/status, 59yr old male. Tel No: 0906 515 7112 Box No: 416827

CHIPS on the pier, walks on the beach/countryside, VGSOH, 58yrs old, fit male, seeks female for laughs and love and whatever. NE Kent. Tel No: 0906 515 7112 Box No: 411725

GRAHAM tall, semi retired, Piscean, likes sailing, seeks female, any nationality. Tel No: 0906 515 7112 Box No: 415463

EASY going male, 48, divorced, kids grown up time to meet someone new. Enjoy most things and will give anything ago. Text only Mailbox no: 4646694

KEEN cyclist 58, non competitive, seeks similar female for sea wall, countryside ride, walking etc for fun, laughs and whatever. Tel No: 0906 515 7112 Box No: 413337

CHIPS on the pier, walks on the beach/countryside, VGSOH, 58yrs old, fit male, seeks female for laughs and love and whatever. NE Kent. Tel No: 0906 515 7112 Box No: 411725

FEMININE sensual female, slim-medium build wanted by slim, kind male for daytime meets, maybe more. Tel No: 0906 515 7112 Box No: 414809

JON seeking female for fun and friendship. Tel No: 0906 515 7112 Box No: 416771

MALE 46, wishes to meet female of similar age for fun, friendship, maybe more. Tel No: 0906 515 7112 Box No: 415923

MALE 70's, fit, looking for lady to share life with. Tel No: 0906 515 7112 Box No: 416663

WELL built 6ft tall ex soldier would like to be given my orders by a special lady and to have fun times with. Text Only Mailbox No: 4420728

MALE 70's, fit, looking for lady to share life with. Tel No: 0906 515 7112 Box No: 416663

JACK 47, tall, good looking, average build, GSOH, seeks slim, broad minded female, any age for discreet no strings fun. Tel No: 0906 515 7112 Box No: 416567

BRITISH white professional male, seeking intelligent, independent Asian/black female, 30-42 for LTR. Tel No: 0906 515 7112 Box No: 415961

TALL male, likes meals out, seeking female for friendship, maybe more. Tel No: 0906 515 7112 Box No: 416899

JACK 47, tall, good-looking, average build, GSOH, seeks broadminded female for discreet no strings fun. Tel No: 0906 515 7112 Box No: 416867

ASHFORD male, 66, GSOH, easy going, smoker, down to earth, adventurous, seeks like-minded female for friendship, maybe more. Tel No: 0906 515 7112 Box No: 416845

FEMALE pillion passenger sought for motor cycle rides / adventures and anything else good/bad. Any age/status, 59yr old male. Tel No: 0906 515 7112 Box No: 416827

QUIET easy going gent, likes nights in/out, seeks kind, caring white female for friendship, maybe more. Tel No: 0906 515 7112 Box No: 416055



MALE blond hair, blue eyes, seeking female with GSOH, 45-60. Tel No: 0906 515 7112 Box No: 416445

SIMON 49, actor, likes music, films, reading, writing, loop holes, Thailand, Singapore, seeking pretty female, 35 plus for friendship. Tel No: 0906 515 7112 Box No: 416345

ELDERLY Redhill male, seeks slim lady to reignite ones thoughts of female company. Tel No: 0906 515 7112 Box No: 416221

ACTIVE honest, reliable, loyal, N/S male, 70, varied interests, seeks slim, positive, 60's lady for friendship and more. Tel No: 0906 515 7112 Box No: 415931

PETE 49, slim, 5ft 7in s, smoker, creative, likes art, live bands, outdoors, seeks similar female for LTR. Tel No: 0906 515 7112 Box No: 416421

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MATURE businessman, seeking slim, independent young female for mutual pleasure. Tel No: 0906 515 7112 Box No: 416023

ASIAN male, 68, US educated, seeks black/European female of similar age, discreet, East London. Tel No: 0906 515 7112 Box No: 415997

WHITE Spanish male, 42, work full time, seeks African lady, 20-45 for relationship. Tel No: 0906 515 7112 Box No: 415941

BI male, slim, passive, seeks older bi M, 75-90, for gentle fun and friendship. Text only to Mailbox No: 4398888

JOHN 67, gentle, easy going, good natured, seeks affectionate, loving black female, any age for friendship and fun times. Tel No: 0906 515 7112 Box No: 415913

74YR old retired, widowed male, fit, young looking, seeking younger female for fun and friendship. Tel No: 0906 515 7112 Box No: 415855

LONELY 75yr old male, OHAC, tall, medium build, genuine, loving, kind, seeking lovely kind lady. Tel No: 0906 515 7112 Box No: 415791

MALE 46, wishes to meet female of similar age for fun, friendship, maybe more. Tel No: 0906 515 7112 Box No: 415923

Gay Seeking

REMEMBER: Calls cost £1.53 per minute plus network extras. Texts cost £1.50 per message sent.

MAIDSTONE bi male, clean-shaven, N/S, seeks similar bi male, N/S for meetings. Tel No: 0906 515 7112 Box No: 416737

PASSIVE male, 60, overweight seeks assertive male for daytime fun, cannot accommodate. Text Only Mailbox No: 4321273

GAY male 54 years old, seeks gay male 40 to 42 years old for 121 long lasting relationship. Text only to Mailbox No: 4732986

BI male, slim, passive, seeks older bi M, 75-90, for gentle fun and friendship. Text only to Mailbox No: 4398888

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Off and running? First win for Kent

County's first LV County Championship victory of the season



Cricket

IT TOOK a long time coming, but Kent finally got a LV=County Championship win under their belt after Joe Denly and Sam Northeast batted them to victory on the final day of their clash against Gloucestershire at Bristol on Thursday.

Denly was 117 not out and skipper Northeast unbeaten on 88 as the visitors reached their target of 241 with eight wickets and 29 overs to spare to claim 20 points.

Kent were 35-2 at one point. But Denly rode his luck early on to blossom with 12 fours and three sixes in reaching his ton off 179 balls. It was the first time he had reached three figures in first class cricket since May 2012.

Northeast provided solid support and once the shine went off the ball the result was never in serious doubt.

The tone for the day was set by the very first ball, which saw Gloucester-

shire lose their last second innings wicket on 282.

Matt Taylor clipped a catch to mid-wicket off Ivan Thomas, who finished with four for 53 and the home side's hopes of adding ten or 20 more valuable runs were dashed.

Even so, a close contest looked in the offing when Kent opener Daniel Bell-Drummond fell with the total on just three, snapped up at second slip by Chris Dent off Craig Miles.

Gloucestershire's bowlers maintained a testing line and length with the new ball, causing Denly to play and miss several times.

The second breakthrough came when Brendan Nash, who had played positively for his 25, was well caught by diving wicketkeeper Gareth Rodger in Liam Norwell's first over of the innings.

That gave Norwell five wickets in

the match and took his first class tally for the season to 33.

But it was as good as it got for Gloucestershire as their opponents progressed to 85 for two at lunch, with Denly unbeaten on 29 and Northeast 23 not out.

With the sun shining in clear skies, the pair blossomed in the afternoon session, playing with increasing confidence as the boundaries started to flow. Denly began to go for his shots and there were few alarms as Northeast also started to flow against the softer ball.

The job had virtually been done when Denly reached three figures with a pull shot off Matt Taylor that brought his 12th four. There were also three sixes in his hundred.

It was his 15th four that sealed Kent's win, with Northeast still there, having faced 146 balls and hit 14 boundaries.

STARTING TO GEL?: Joe Denley hit a ton while skipper Sam Northeast bagged 88. Matt Coles took wickets and scored runs too

Step in the right direction for walker Bosworth



TONBRIDGE Athletic Club's Tom Bosworth finished in the highest ever position by a British athlete in the men's 20km at the European Race Walking Cup in Murcia, Spain, last weekend.

Despite the shade being cast by the tall buildings, the heat made conditions very challenging with the 25-year-old, who is British champion and British record holder, finishing in 16th place in a time of 1:23:54.

He said: "I am pleased with how the race went, but my hip just locked up at the 14km point just as I was starting to really move through the field.

"I have, though, ticked the boxes of my second Rio Olympics qualifying time, and my fifth IAAF Beijing World Championships time.

"So I can't complain, especially when I couldn't execute the perfect race strategy with the pace I hoped".

While Bosworth, who trains with coach Andi Drake at the National Race Walking Centre at Leeds Beckett University, has achieved the qualifying times for Beijing and Rio, he still needs to secure his place on the plane by finishing in the top two of the British trials.

He added: "I know after my performance on Sunday, I will be more competitive come the World Championship.

"My whole season has been geared towards the World Championships in Beijing; it will give me a real indication of where I stand in world terms and will give me an idea of what I need to do ahead of the Rio Olympics next year."

PLEASED: Tom Bosworth



Historic racers recall the glory days

BRANDS Hatch plays host to historic racers this weekend as the Masters Historic Festival arrives at the track.

The track's GP circuit, which has remained largely unchanged since its heyday in the '80s, will see an extensive grid of normally aspirated Grand Prix cars from the '60s, '70s and '80s, with big team names like Williams, Lotus and Arrows appearing for the high speed action.

It won't just be historic F1 in action though, with gentleman drivers taking to the course in their ground shaking sports cars.

Pre-66 touring cars will also add to the heritage motorsports thrills over the weekend, with original Ford GT40s evoking the golden age of motor racing.

The action moves to the Indy circuit at the track on Bank Holiday Monday, as the Masters Raceday sees '70s celebration cars take centre stage.

Tickets for the Masters Historic Festival at Brands Hatch on May 23 and 24 are available from £15, with free entry for under-13s.

For more information, call 0843 453 9000 or visit brands Hatch.co.uk



FUTURE: Manager Terry Brown looks towards upcoming season

All change at Margate as seven players leave

MARGATE Football Club has confirmed that it has released seven of its promotion winning squad as manager Terry Brown and his assistant Stuart Cash start planning for the 2015/16 campaign in the Vanarama National League South.

Matthew Armstrong-Ford, Mitchell Nelson, Tambeson Eiyong, John Beales, Ben Gerring, Anthony Riviere and Tom Phipp have all been released.

Manager Terry Brown said: "There is no doubt that this part of the job is the worst. Usually you have

to release players at the end of the season because you haven't achieved what you set out to do but that is not the case this time".

"We set out to win promotion and that is what we did and this is why this time it was even more difficult but having lost a few weeks we needed to act quickly to ensure that we continue to progress as a club".

"The players we have let go have been fantastic servants to the club and have helped Margate gain promotion and I am sure the fans will show their appreciation to them".

Rallycross roars into Lydden Hill

RALLYCROSS fans are promised an action-packed two-days this weekend (May 23-24) as the FIA World Championship comes to Lydden Hill Circuit.

On Saturday and Sunday, the famous track will also stage displays, parades and races featuring legendary rallycross cars from past generations – including the much-

loved Group B era. There will also be a Spitfire flypast.

Admittance is £30 on Saturday and £35 on Sunday for tickets sold on the gate. Accompanied children aged 12 and under will be admitted free of charge.

For more information about ticket availability and race timings, visit lyddenhill.co.uk.

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14 64	Vauxhall Astra 1.6 i VVT 16v Sri 11,106 miles	£11,344
14 64	Vauxhall Astra 1.6 i VVT 16v Sri 10,627 miles	£11,363
12 12	Vauxhall Astra 1.6 VVT 16v Sri 4,610 miles	£10,675
11 11	Vauxhall Astra 1.7 CDTi ecoFLEX 47,310 miles	£8,056
13 13	Vauxhall Astra 2.0 CDTi 16v SE 16,382 miles	£11,339
11 61	Vauxhall Astra 2.0 CDTi 16v Sri 23,909 miles	£9,496
13 13	Vauxhall Astra 2.0 CDTi 16v Sri 7,805 miles	£11,046
12 12	Vauxhall Astra GTC 1.4 i Turbo 17,348 miles	£9,839
12 12	Vauxhall Astra GTC 1.4 i Turbo 26,120 miles	£10,437
13 63	Vauxhall Astra GTC 1.4 i Turbo 12,279 miles	£11,089
14 64	Vauxhall Astra GTC 1.4 i Turbo 1,001 miles	£13,952
13 63	Vauxhall Astra GTC 2.0 CDTi 16 15,476 miles	£12,821
14 14	Vauxhall Astra GTC 2.0 CDTi 16 9,201 miles	£14,268
12 12	Vauxhall Corsa 1.2 i 16v Limit 20,983 miles	£8,114
13 13	Vauxhall Corsa 1.2 i Energy 3DR 8,596 miles	£7,578
11 11	Vauxhall Corsa 1.4 i 16v SE 5DR 14,508 miles	£7,120
11 61	Vauxhall Corsa 1.4 i 16v SE 5DR 36,090 miles	£7,396
12 12	Vauxhall Corsa 1.4 i 16v SE 5DR 8,990 miles	£7,868
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 15,304 miles	£8,906
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 12,356 miles	£8,990
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,872 miles	£9,000
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,622 miles	£9,000
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,765 miles	£9,000
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 11,408 miles	£9,016
14 14	Vauxhall Corsa 1.4 i 16v SE 5DR 8,965 miles	£9,094
14 14	Vauxhall Corsa 1.4 i 16v Sri 12,448 miles	£9,122
14 14	Vauxhall Corsa 1.4 i 16v Sri 10,494 miles	£9,173
14 14	Vauxhall Corsa 1.4 i 16v SXi 15,595 miles	£8,788
14 14	Vauxhall Corsa 1.4 i 16v SXi 11,811 miles	£8,860
14 14	Vauxhall Corsa 1.4 i 16v SXi 3,825 miles	£8,928
13 13	Vauxhall Corsa 1.4 i 16v SXi 5,194 miles	£7,647
14 14	Vauxhall GTC 1.4 Turbo 16v Sri 16,460 miles	£13,060
14 14	Vauxhall GTC 1.4 Turbo 16v Sri 15,418 miles	£13,118
14 64	Vauxhall GTC 1.4 Turbo 16v Sri 6,540 miles	£14,182
14 64	Vauxhall GTC 2.0 CDTi 16v Sri 13,975 miles	£15,132
13 63	Vauxhall Insignia 1.8 i VVT SR 19,519 miles	£11,219
12 62	Vauxhall Insignia 2.0 CDTi 16v 40,563 miles	£10,857
14 14	Vauxhall Insignia 2.0 CDTi eco 15,161 miles	£14,118
12 62	Vauxhall Meriva 1.3 CDTi 16v T 20,451 miles	£10,300
12 12	Vauxhall Meriva 1.4 i 16v Excl 10,547 miles	£7,490
12 12	Vauxhall Meriva 1.7 CDTi 16v E 8,391 miles	£7,889
11 61	Vauxhall Meriva 1.7 CDTi 16v E 6,453 miles	£7,911
14 64	Vauxhall Mokka 1.4 T Turbo 16v 16,216 miles	£16,071
14 14	Vauxhall Mokka 1.4 T Turbo 16v 6,473 miles	£16,500
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 15,441 miles	£15,672
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 14,951 miles	£15,698
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 14,654 miles	£15,707
14 14	Vauxhall Mokka 1.7 CDTi ecoFLE 12,357 miles	£15,815
12 12	Vauxhall Zafira 1.6 i VVT 16v 14,213 miles	£9,304
12 12	Vauxhall Zafira 1.6 i VVT 16v 12,786 miles	£9,338
12 12	Vauxhall Zafira 1.6 i VVT 16v 6,194 miles	£9,471
12 12	Vauxhall Zafira 1.7 TD ecoFLEX 19,556 miles	£9,250
11 61	Vauxhall Zafira 1.8 i VVT 16v 16,921 miles	£9,177
13 63	Vauxhall Zafira 1.8 i VVT 16v 9,823 miles	£10,598
13 63	Vauxhall Zafira 1.8 i VVT 16v 10,953 miles	£11,000
14 14	Vauxhall Zafira 1.8 i VVT 16v 11,891 miles	£12,318

Audi		
12 12	AUDI A1 1.6 TDI, Sport Sportback, 25,437 miles	£12,500
12 62	AUDI A3 1.6 TDI SE 3DR, 22,179 miles	£14,000
12 12	AUDI A5 2.0 TFSI S Line 3DR, 34,733 miles	£19,000
BMW		
13 63	BMW 1 Series 1.6 114i Urban Sp, 7,592 miles	£15,500
13 63	BMW 1 Series 1.6 114i Sport Sp, 9,995 miles	£15,840
14 14	BMW 1 Series 2.0 116d Sport Sp, 2,447 miles	£16,000
12 12	BMW 1 Series 2.0 120d M Sport, 24,333 miles	£15,000
12 62	BMW 3 Series 2.0 318d SE 4DRr 14,243 miles	£17,000
12 12	BMW 3 Series 2.0 318i SE 2DR 12,011 miles	£15,500
11 11	BMW 3 Series 2.0 320d SE 2DR 20,153 miles	£18,200
13 13	BMW 3 Series 3.0 330d BluePerf, 32,459 miles	£25,000
Chevrolet		
11 11	Chevrolet Spark 1.0 LS 5DR, 36,471 miles	£4,000
13 13	Chevrolet Spark 1.2 LTZ 5DR, 31,622 miles	£5,346
13 13	Chevrolet Spark 1.2 LTZ 5DR, 28,677 miles	£5,417
13 13	Chevrolet Spark 1.2 LTZ 5DR 28,591 miles	£5,422
Citroen		
11 61	Citroen Berlingo Multispace 1, 15,326 miles	£8,200
11 61	Citroen Berlingo Multispace 1, 21,794 miles	£8,776
12 62	Citroen C3 Picasso 1.6 VTI Exc, 9,303 miles	£9,129
12 12	Citroen C4 1.6 e-HDi Airdream, 25,300 miles	£8,381
13 13	Citroen DS5 2.0 HDi DStyle 5DR, 35,539 miles	£12,883
13 13	Citroen DS5 2.0 HDi DStyle 5DR, 30,407 miles	£13,197
11 61	Citroen Grand C4 Picasso 1.6 H, 24,964 miles	£11,379
Dacia		
14 14	Dacia Duster 1.5 dCi Laureate 16, 769 miles	£10,600
Ford		
3 63	Ford Focus 1.6 Ti-VCT Zetec 5DR 13,384 miles	£8,966
14 14	Ford Focus 1.6 Ti-VCT Zetec 5DR, 10,576 miles	£9,211
12 62	Ford Focus 1.6 Ti-VCT Zetec 5DR 11,387 miles	£9,214
12 12	Ford Focus 1.6 Ti-VCT Zetec 5DR 7,537 miles	£9,596
12 12	Ford Focus 1.6 Ti-VCT Zetec 5DR 7,021 miles	£9,624
12 12	Ford Focus 1.6 Ti-VCT Zetec 5DR 6,143 miles	£9,637
11 11	Ford Focus 1.6 Zetec 5DR 18,438 miles	£9,670
11 11	Ford Focus 1.6 Zetec 5DR 18,438 miles	£7,617
13 63	FORD FOCUS TITANIUM, 11,595 miles	£13,003
13 13	Ford Galaxy 2.0 TDCi Titanium, 46,810 miles	£14,412
13 13	Ford Galaxy 2.0 TDCi Titanium, 46,120 miles	£14,460
14 14	Ford Kuga 2.0 TDCi Titanium X 21,689 miles	£21,275
Hyundai		
12 62	Hyundai i10 1.2 Style 5DR, 36,678 miles	£5,593
14 14	Hyundai i20 1.2 Style 5DR 3,510 miles	£8,965
14 64	Hyundai i30 1.6 CRDi Active 5D 6,566 miles	£13,978
12 62	Hyundai ix35 1.6 GDi 16v Style 8,446 miles	£12,416
13 13	Hyundai ix35 1.7 CRDi 16v Prem 26,977 miles	£14,387
Infiniti		
12 62	Infiniti M 3.5 V6 GT Premium 4DR 17,364 miles	£21,000
13 63	Infiniti Q50 2.2 TD Premium 4DR 10,637 miles	£21,500
14 64	Infiniti Q50 2.2 TD Sport 4DR 4,300 miles	£26,700
14 14	Infiniti Q50 3.5 S Hybrid AWD 8,785 miles	£32,000
15 15	Infiniti Q50 3.5 S Hybrid AWD 1,001 miles	£36,000
14 64	Infiniti Q70 3.5 GT 4DR Hybrid 1,001 miles	£27,500
14 14	Infiniti QX70 3.0 TD S AWD 5DR 10,016 miles	£31,000
Kia		
12 12	Kia Soul 1.6 GDi 15dr 15,406 miles	£7,880
11 61	Kia Sportage 1.7 CRDi 3 2WD 5DR 71,479 miles	£13,085
12 12	Kia Sportage 1.7 CRDi 3 2WD 5DR 12,598 miles	£16,484
12 62	Kia Sportage 1.7 CRDi 3 2WD 5DR 14,567 miles	£17,069
Mercedes-Benz		
14 14	Mercedes-Benz B Class 1.5 B180 1,001 miles	£19,000
12 12	Mercedes-Benz B Class 1.8 B180 19,704 miles	£14,553
12 12	Mercedes-Benz B Class 1.8 B180 17,295 miles	£17,000
10 60	Mercedes-Benz C Class 1.8 C180 38,171 miles	£12,000
11 61	Mercedes-Benz C Class 2.1 C220 51,648 miles	£17,000
12 62	Mercedes-Benz SLK 2.1 SLK250 C 13,547 miles	£19,000

MG		
14 14	MG MG3 1.5 VTI-Tech 3Form Spor 2,563 miles	£7,471
14 64	MG MG3 1.5 VTI-Tech 3Form Spor 1,001 miles	£7,800
14 64	MG MG3 1.5 VTI-Tech 3Form Spor 1,001 miles	£7,800
14 64	MG MG3 1.5 VTI-Tech 3Form Spor 1,754 miles	£7,800
14 64	MG MG3 1.5 VTI-Tech 3Time 5DR 1,001 miles	£7,500
MINI		
14 64	MINI Hatch Cooper 1.5 (s/s) Co 1,000 miles	£17,138
11 61	MINI HATCH COOPER 3,044 miles	£10,231
Nissan		
12 62	Nissan Juke 1.5 dCi Tekna 5DR 49,427 miles	£10,461
12 62	Nissan Juke 1.5 dCi Tekna 5DR 14,271 miles	£11,939
12 12	Nissan Juke 1.6 16v Acenta 5DR 5,927 miles	£9,961
12 62	Nissan Juke 1.6 16v Acenta 5DR 6,448 miles	£10,094
13 13	Nissan Juke 1.6 16v Acenta 5DR 15,744 miles	£10,400
12 12	Nissan Juke 1.6 16v Acenta Pre 26,069 miles	£10,117
13 13	Nissan Juke 1.6 16v Visia 5DR 18,396 miles	£9,649
11 61	Nissan Note 1.5 dCi Tekna 5DR 16,398 miles	£7,519
13 13	Nissan Note 1.6 16v N-Tec+ 5DRr 5,900 miles	£8,600
13 13	Nissan Note 1.6 16v N-Tec+ 5DR 7,731 miles	£8,686
12 12	Nissan Qashqai 1.5 dCi N-Tec 5 33,185 miles	£12,576
12 12	Nissan Qashqai 1.5 dCi N-Tec 5 20,456 miles	£13,111
13 13	Nissan Qashqai 1.5 dCi N-Tec 5 20,456 miles	£11,876
11 61	Nissan Qashqai+2 1.6 Acenta 5DR 22,307 miles	£11,246
11 61	Nissan Qashqai+2 2.0 dCi Tekna 50,296 miles	£15,424
13 63	Nissan X-Trail 2.0 dCi N-Tec+ 19,381 miles	£19,800
Peugeot		
13 13	Peugeot 107 1.0 12v Active 5DR 26,071 miles	£5,616
13 13	Peugeot 107 1.0 12v Active 5DR 23,177 miles	£5,676
13 13	Peugeot 107 1.0 12v Active 5DR 21,117 miles	£5,713
11 61	Peugeot 207 1.6 HDi FAP Allure 13,490 miles	£7,560
12 12	Peugeot 3008 1.6 e-HDi FAP Spo 43,621 miles	£8,952
11 61	Peugeot 3008 1.6 e-HDi FAP Spo 22,362 miles	£9,194
Renault		
14 14	Renault Captur 1.5 dCi ENERGY 15,520 miles	£12,148
13 63	Renault Clio 1.2 16v Dynamique 18,523 miles	£8,843
11 61	Renault Clio 1.2 16v i-Music 3 22,474 miles	£5,253
11 61	Renault Megane 1.5 dCi Eco 3DR 28,113 miles	£7,300
Seat		
12 12	Seat Exeo 2.0 TDI DPF SE 4DR 16,881 miles	£10,537
12 12	Seat Leon 1.2 TSI SE Copa 5DR 29,195 miles	£8,988
13 63	Seat Leon 1.6 TDI SE5DR (star 22,198 miles	£10,825
Skoda		
12 62	Skoda Octavia 1.4 TSI Elegance 18,955 miles	£12,269
Smart		
14 14	Smart fortwo 1.0 MHD Passion S 7,621 miles	£8,361
Subaru		
14 64	Subaru Forester 2.0 D X 5DR 1,001 miles	£21,500
08 08	Subaru Legacy 2.0 D R5DR 66,650 miles	£7,111
13 63	SUBARU LEGACY SE (Lineartronic 1,063 miles	£19,800
14 64	Subaru Outback 2.0 D SX Linear 7,439 miles	£25,000
14 64	Subaru XV 2.0 D SE Premium 5DR 1,300 miles	£21,483
15 15	Subaru XV 2.0 i Lineartronic 5,100 miles	£21,750
Suzuki		
14 14	Suzuki Swift 1.6 Sport 3DR (Na 11,402 miles	£11,088
Toyota		
12 12	Toyota Verso 1.6 V-Matic T2 5DR 22,954 miles	£10,263
12 12	Toyota Yaris 1.33 VVT-i TR 3DR 19,052 miles	£7,000
12 12	Toyota Yaris 1.33 VVT-i TR 5DR 54,399 miles	£6,780
Volkswagen		
11 61	Volkswagen Golf 1.6 TDI Match 33,466 miles	£10,746
Volvo		
15 15	Volvo V40 1.6 TD D2 R-Design 5 10,734 miles	£16,500

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